



messing about in **BOATS**

Special Features This Issue
“Steamboat Travel on the Ocklawaha”
“Minnesota Messabout” – “Beach Cruiser Alaska”

Volume 24 – Number 9

September 15, 2006



messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 24 – Number 9
September 15, 2006



Published twice a month, 24 times a year, U.S. subscription price is \$28 for 24 issues. Canadian / overseas subscription prices are available upon request.

Address is 29 Burley St., Wenham, MA 01984-1043. Telephone is 978-774-0906. There is no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment is by Roberta Freeman.

For circulation or production inquiries or problems, contact:

**Roberta Freeman at
officesupport@comcast.net**

Commentary...

Bob Hicks, Editor



Jane and I took a week off in early August before this issue went to press to visit with friends in Maine and ended up the week at the Maine Boats, Homes & Harbors Show in Rockland. I had in mind to do a story on the show, which had been recommended to me by some who have attended in bygone years, but decided there wasn't a story for us after all after spending a day there.

It was a very nicely done show indeed, but on a consumer scale far above that at which we live and at which this magazine exists. It was overwhelmingly a powerboat show, of the 80 boats on the floats there were perhaps a dozen masts in view, and these fitted to very large cruising sailboats with one or two exceptions. One exhibitor whom I know confirmed my opinion, his 21' open outboard skiff was priced at \$35,000-\$45,000 and his larger inboard motoryacht at \$250,000. And the latter was pretty much a runt amongst many of the nearby floating seaside homes.

Lined up ashore along the waterfront were many smaller outboard powered skiffs, with again hardly a sail in sight. Tents were arranged so as to separate exhibits of marine related gear from those of furniture, arts and crafts, and home builders so show visitors need not waste time looking through displays of products and services which were of no interest.

The marine displays featured giant diesel engines and generators, all sorts of electronic stuff, insurance firms, that sort of thing. A few smaller builders without boats to show had booths.

We took a break mid-afternoon and sat down to listen to a local steel band playing, not a dreadlock in sight, rather an eclectic mix of mid-coast Maine folks who enjoy playing this sort of music. They were great, we really enjoyed their music.

If it weren't for a scattered few exhibitors who advertise with us we'd have felt really out of place.

Dave Rosen was there with the Adirondack Guideboats, he showed us a new hard chine hull version they developed for fishermen who wish to stand up in the boat and a sail rig they are adapting from sailing canoes. Nick Schade of Guillemot Kayaks displayed a 17lb wood strip/kevlar version of Nessmuck's Sairy Gamp. Michael Vermouth of Newfound Woodworks had his usual display of canoes and kayaks strip built from his kits. The Shaw & Tenney oar and paddle display was a comfortably familiar spot to stop by. Michael Severance had his Bay of Maine Kittery Point Tender. Alex of Nors Sport had

his wide ranging display of nautical clothing and whimsical artifacts, he's still campaigning to save the Newfoundland dogs from extinction.

We found a scattered few other familiar faces. Barbara Porter was at the Michael Porter design booth displaying photos and drawings of their recently completed 48' aluminum cruising boat. Bob Fuller of South Shore Boatworks (Massachusetts South Shore!) told us about the ongoing projects at his multi-generation family boatyard, including the ships' wheels he has been custom building since the 1970s. Ted and Lorna Perry of East/West Boats had their newest Echo model on display, a 24' serious open water sliding seat solo designed by Doug Martin. Barbara Merry is still at it with her Marlinespike Artist creations. Lou Carrera of Woodcarver's Knot displayed his specialty carving for boats, but we missed connecting with Lou.

We did take note of Rowable Classics, a collection of historic rowing shells, but it was their 1960s Morris Minor station wagon that caught our attention. And a collection of historic iceboats, old marine engines, and a steamboat on a trailer with steam up operating a whistle were refreshing breaks amongst the glitter.

The experience brought back memories of the late '70s when we went to the Newport Sailboat Show hoping to learn more about what might be out there for a sailboat that we might consider. While it was an all sail show it still had the overwhelming consumer ambiance and were it not for the Edey & Duff Stone Horse sloop, with which we fell in love immediately, the trip would have been a total waste for us. The Stone Horse, of course, was way beyond our means even though it was at the low price end of the show.

We're really better off just not attending gatherings where conspicuous consumption is trumpeted. We have never felt like we wished we could afford the objects on offer. What comes over us is more of an urge to let's get outta here! We feel that way when we drive past all the newly built trophy homes in our neighborhood. Somehow we've missed out on all that lust for a costly lifestyle.

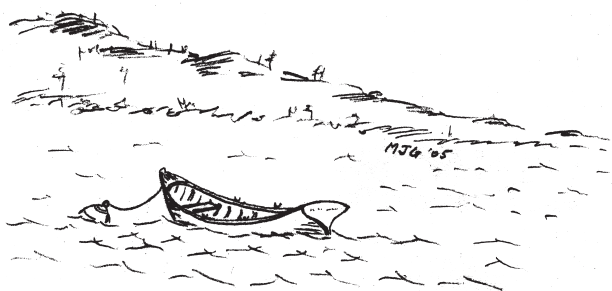
And so, no report on the Maine Boats, Homes & Harbors Show other than the above brief comments. I expect to be looking in on the WoodenBoat Show in late August, that too caters to big money but somehow the wood ambiance still appeals and amongst all the high end boats and stuff we find people and products with which we are comfortable.

In This Issue...

- 2 Commentary
- 3 From the Journals of Constant Waterman
- 4 Book Reviews
- 6 A Minnesota Messabout
- 8 Reminiscences of an Old Sea Lover
- 10 Steamboat Travel on the Ocklawaha
- 12 Charles River Source to the Sea V & VI
- 13 3rd Annual Red Jacket Youth Regatta
- 14 From the Lee Rail
- 15 The Monster of the Lake
- 16 The Launching of Elf
- 17 My Quest for the Ideal Boat - Part 5
- 18 18' Beach Cruiser "Alaska"
- 22 The Sailing Commercial Fishing Felluca "Bullet"
- 26 A Pair of Oars
- 27 What, Exactly, is Stitch & Glue?
- 28 Bolger on Design
- 30 A Little Inland Laker
- 31 Trade Directory
- 37 Classified Marketplace
- 39 Shiver Me Timbers

On the Cover...

Getting up to speed in a Mouseboat at the Minnesota Messabout in June on the Mississippi River's Lake Pepin. Doc Regan tells us more in this issue.



From the Journals of Constant Waterman

By Matthew Goldman

Before I knew better, I purchased an old wooden sloop. She was a 27' Rhodes "Caller," built in '47, my natal year. I took this as a good omen, a significant one at least. It signified, all right. It signified that I'd left my common sense beneath a rock and hadn't the chart to locate it ever again. My skills in every facet of boat repair: I'd worked on a couple of wooden dinghies and a small, carvel planked sailboat and thought that this would be just more of the same. This is where you're at liberty to laugh.

Naturally, you always get what you pay for in this world, except when you get less. I got less. An old man owned this boat. He "parked" it at a pier for use as a summer cottage. He named her *Sans Souci* and kindly translated for me, "We don't give a care." And apparently he didn't. Being fond of bright colors, he painted the teak cockpit lockers, the canvas deck, and the cabin top bright blue. With house paint. It was lovely. If you like that sort of thing. I also stripped the very-far-from-bright work. After three gallons of "Zip Strip" she looked a bit improved. Of course, the stripping compound raised the grain. I rediscovered sandpaper. Sleeves and sleeves of sandpaper. Then I learned about varnish. And about little badgers, how they spent the best years of their lives to make us brushes. Then I refastened the planking and painted the bottom. The inside of the boat would have to wait.

That first year I owned her I kept her on a mooring in the river six or eight miles above Long Island Sound. She had a small gas inboard, a "Blue Jacket Twin." My first time out, I played around the mouth of the river one breezy afternoon. As I headed home the wind decided to die. The tide flowed against me, the dark flowed everywhere else. I started the engine. It purred, it roared, it crouched, and prepared to spring. I shifted into forward but nothing happened. The key securing the propeller shaft to the coupling flange had jumped out and hid in the bilge amid the unmentionable filth of 30 years.

I dropped anchor and made a call for assistance. When the launch arrived I found my anchor irretrievably snagged. I cut my rode and allowed the launch to tow me across the river to a marina. These generous folks attempted to charge me tourist rates to tie up for the night. I had already emptied my pockets for the launch driver. My anchor sulked in the mud across the river. I won't tell you the cost of the little key to repair my propeller shaft. I could have filled my entire cabin with little keys for what I spent to be rescued.

The very next week I declared I would rebuild that engine. Who knew what else would fall apart on the next trip? They had shoehorned that Blue Jacket Twin into my boat. I rigged a chain falls to the boom and hoisted my engine through the companionway with $\frac{1}{8}$ " to spare. I swung it out over the pier and lowered it gently onto a sturdy hand truck and made it fast. A friend helped me drag it ashore to his pickup truck. In those days they built engine blocks of massive cast iron. That little engine, including the transfer case, weighed well over 300 pounds. My hand truck weighed about 40. We rested its handles on the tailgate, stooped low, and seized the entire load and heaved. This nearly deprived me of further connubial bliss.

I rebuilt that engine and scraped and painted the block. I even cleaned out the bilge before I replaced it. This greatly enhanced my taxonomy. I met some primordial slime. I never did find that little length of key stock. Nor did I find a 12mm wrench I'd dropped into the bilge. Wrenches are not adept at hopping over frames, their legs are much too short. Nor have they the agility to wriggle through limber holes. I believe that wrench was caught and eaten by the gremlins who lived in my bilge. You should have seen what they did to my poor old pump...

Sherpa

A John Welsford design
9' 0" x 4' 7"



'Sherpa', a new design by New Zealand boat designer John Welsford, combines easily-driven lines with a surprising amount of capacity; this is a big small boat. Oars, sail or power—all are satisfying experiences.

Our kits are precision-cut by CNC routers from BS1088 mahogany plywood. Fastenings and fittings are bronze, stainless steel and nylon. They assemble easily on a furnished building jig, along with our illustrated building manual.

Drop us a line or email for a free color brochure.

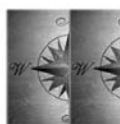


KENT ISLAND BOAT WORKS

www.kibw.com

410-827-WOOD

320C Drummer Drive, Grasonville, MD 21638



WOODEN OPTI SHOP



Class legal, High Performance, Wooden Opti Pram Kit
All parts pre-cut for easy assembly.

Kits & limited edition hulls available

Build a kit with your family
at our Boat Building Loft

The Atlantic Coast Championship 2005 (thephotoboat.com)

Build a Wooden Opti...and leave the "glass" behind

Contact: Peter Hess, Wooden Opti Shop, Norwalk, CT

(203) 831- 0426 E-mail woodenOptishop@aol.com

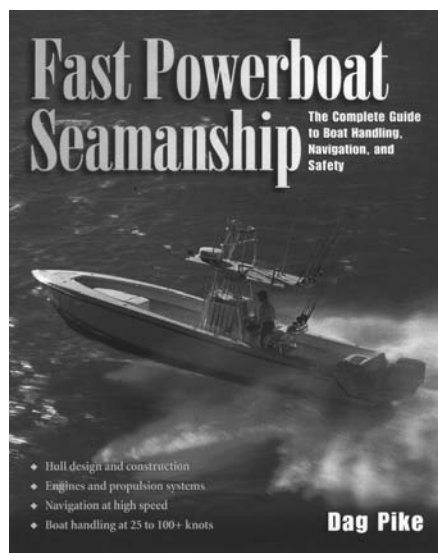
<http://hometown.aol.com/WoodenOptiShop>

Fast Powerboat Seamanship

The Complete Guide to Boat Handling, Navigation and Safety

By Dag Pike
The McGrawHill Companies
\$29.95 (U.S.)

Reviewed by John M. Mover



This book is a tutorial for that niche of the boating fraternity that has the desire, bravado, and courage to drive across the waters at speeds of 25 to 100 knots, as well as the wherewithall to acquire the required vessel. The faint of heart or shallow of pocket need not bother.

Author Dag Pike is credited on the dust jacket with “more than 50 years experience in power boating.” The accompanying photograph presents him dressed in a crash helmet and a jumpsuit adorned with sponsor logo patches. Pike is credited with 21 books on the subject of power boating, is a Fellow of the Royal Institute of Navigation, and is a member of the Society of Naval Architects and Marine Engineers. A credible resume, I would say.

Pike introduces his subject with a discussion of hull shapes that are suitable for the speeds intended and the propulsion systems that are capable of pushing them at high speeds. The surface propeller, that is probably unfamiliar to most boaters, is described in text and amply illustrated. He presents a brief discussion of materials and construction with emphasis on the need for strength to withstand the impact loads applied to the structure while crashing from wave to wave at high speed.

A full chapter is devoted to rigid inflatable boats (RIBs) of the type often seen on television in use by the Coast Guard.

Throughout the book the author emphasizes the need for the driver and crew to be able to safely hang on and at the same time to function as required. Various hand holds, foot restraints, and seating types are described and are recommended as mandatory design features of the craft.

Various suitable engine types are discussed together with their comparative



Book Reviews

advantages and limitations. Among the requirements is the ability of the engine to quickly respond to throttle control to assist the driver to maintain the proper speed while traversing the back and front sides of waves. This is considered to be of such importance that the author recommends a separate throttle operator be assigned for really high speed operation. Both inboard and outboard power units are considered as well as jet pumps and gas turbines.

Fast boats also require precise trim of the hull and thrust line to achieve optimum speed and thus should be equipped with secondary controls to accomplish these adjustments. These features are well illustrated and their function described.

Since reaction and response times are critical at high speeds, the author devotes several chapters to the reading of sea conditions and anticipating troubles due to wind and wave. Also discussed are the special needs of navigation at ultra speeds.

In summary, if you intend to drive a boat at the speeds discussed you need all the boating skills and experience normally required for safe operation plus the special skills recommended by the author, to be exercised while holding on for dear life. Safe boating under these conditions is not for the inexperienced weekend sailor. Not stated by the author, but certainly advised, is a lot of training and practice under the sharp eye of an experienced high speed driver before undertaking a solo run at the speeds being considered in this tome.

Looking for a Book A Boatman's Complaint

By Jonathan Weinstein

Am I the last man standing to read John McPhee's well told tale, *Looking for a Ship*? It was first published in 1990 by Farrar Straus Giroux of New York and serially by *The New Yorker* magazine before that. The book is widely available and is still in print. My own mother offered me a used copy while I was visiting her forsaken (i.e., inland) part of California last week.

So when this magazine's illustrious editor took up my offer to whittle down his stack of books to be reviewed, I was a bit surprised to hear that this title was still on his list. But I was happy to do it, as I knew McPhee to be a careful craftsman, and that he

was certain to have pulled an interesting tale out of the prosaic, as he does here, in this essay describing life in the modern American merchant marine. And I wouldn't doubt that the story would prove equally fascinating now, 15 years later, if someone were to update the tale to include the growth of China and our own government's "war on terror" and their effects on what is left of American owned shipping.

But I'll leave those topics to a more knowledgeable polemicist. What this particular volume brought to mind was that libraries are in the habit of dumping whatever they feel takes up too much room or isn't a popular enough "seller" to justify its continued existence on the shelf.

What, you say, that nice little old lady down at my public library? I'm afraid so. The librarians are selling the books! Or maybe worse, giving them away. In short, this volume up for review today is "Ex Libris," from a Massachusetts town's library. And I don't think our beloved journal or its editor is guilty of a crime. I see this sort of thing happening more and more as I troll flea markets and used bookstores for oddities or look in library catalogs for the less-than-bestsellers.

While in a used bookstore last year, I bought a nautical title for five bucks. It was about six years old and had been the property of my local library. Now six years ago hardcover books cost much what they do today, \$25 to \$40. I happen to know that libraries, including my local outpost, sell books as cheap as 25 cents a copy at periodic book sales, and cheaper in bulk to dealers. I have been present when one New England public library sold shopping bags full of books for a dollar each to the public and perhaps less to the dealers lurking in wait for the sale's last hour.

My library solicits help each year to raise funds. They ask for donations of volunteer time and unwanted books, which they then sell cheap, often for less than one dollar a book. Apparently more and more the library's own stock is sold as well, especially if it is not a "hot item." Now, I ask you, is not a library's job to store books, awaiting the next reader? Does everything have to be a "hit"? What about the person in search of an odd title or some wisdom from the past? I thought the library was where the unusual, the old, and the obscure might be found. Or has the library's "mission" changed to become that of internet cafe for the broke and the cheap?

Well, if it has I'm no longer obliged to help them. I've thought for years of a librarian as a sort of secular saint and libraries as temples dedicated to knowledge in a largely commercial world. Now I'm not so sure.

Why does this matter to those who mess around with the sea in boats? First, of course, because we're people like anyone else. People seem to benefit from easy access to accurate knowledge. Secondly, because boat people are often avid readers. There is a long history of boat design, world exploration by sea, naval history, and enjoyable yarns set down in books for sailors and lubbers alike, and the public library has been a source of these for many a sailor or daydreamer.

A recent review in another boat magazine for a new book, *The Encyclopedia of Yacht Design*, suggested that readers unwilling to spend the price of \$250 to buy the book should urge their local library to purchase it. That got a snort of derision from me.

After all, if you sell books for 50 cents, you'll have to get rid of quite a few to come up with the price of a new one like that. I would wager that most libraries won't be able to buy it, and worse still, won't keep it if they do buy it. Rather than serving as a resource for all, when they toss such an expensive book half a dozen years from now, there will be only one lucky reader.

What can we do? I suggest talking to the librarian about it, especially if you find that they are disposing of books. If you do donate (still a worthy cause), I would suggest that you make it understood that what you donate is not to be disposed of after some half-baked audit of what is hot and what is not. Lastly, I believe we should remind the librarians, and ourselves, that the library is for books. In a misguided attempt to be "an information resource" for any sort of electronically stored media (the one thing that does NOT need to be kept in a conveniently located building) our libraries are getting rid of scarce money and space to make room for computers and computer users. Just as the computer itself is becoming so cheap and ubiquitous that it is hard to make a case for the argument that the library is providing a needed resource (computer time) to their patrons.

Is *Looking for a Ship* worth reading? You bet. Just don't look for it at the library in the town of Wenham, Massachusetts.

The Scoot, Its History & Development

By Joe Fossey
ISBN: 0-9735722-0-5, \$10.00

Reviewed by Fred C. Eichmann

Have You Ever Scooted? When I opened the envelope containing *The Scoot, Its History & Development*, my first thought was, *Popular Science* has gone *National Geographic*. The cover of the pamphlet, with its yellow border, is reminiscent of *National Geographic*. The action photo of a red scoot jumping from open water to ice was well framed by this border. So what kind of aquatic animal is a scoot? Oops, the title says development, not evolution. So I guess we have a machine. Why would we report about it in *Messing About*?

Well, the scoot is another example of a craft molded by local conditions, water and ice in this case. The location is lower Georgian Bay and Lake Simcoe in Ontario, Canada. In many ways a scoot is the northern winter version of the Everglades air boat. In design it is a flat bottomed punt style boat with a pusher aircraft engine. Hull construction needs to be fairly substantial to handle the necessity of transitioning from water to ice as needed.

The author, Joe Fossey, attributes early experiments with air boats to Alexander Graham Bell and Glen L. Curtis at Baddeck, Nova Scotia, circa 1910. He also reports early development, in the late 1800s, of this general type of craft in the Thousand Islands group on the St. Lawrence River. Used to cross river ice and open water, the propulsion was push, pull, and pole depending on immediate conditions. Sails were also employed.

As automobiles became widely owned, their engines were adapted to "pusher" aircraft propellers. Mr. Fossey highlights the design evolution which addressed the demands of operating area conditions.

As the pamphlet evolves the author's text becomes somewhat overly detailed with references to individuals and families, but it's still reasonable reading. A *Poplar Science* style construction drawing is included and the pictures are ample, something often lacking in writing of this nature. Some of the early designs certainly border on crude and dangerous. If you live far enough north to think about ice boating in the winter, the scoot might be something to consider as a fun alternative. I can't recommend this pamphlet for every home library, but if you can find it within your local library system, sit down for a few minutes and broaden your knowledge of marine craft.

Further References

Antique Boat Museum 1984: *The Gazette*, "In and Out Boats of Ira Bruce, Alexandria Bay New York" by Diane Aznoe
Flying Low, Huronia Museum, 1994, by Daniel Marchildon

Up The Shore, Juanita Rourke, 1994, ISBN 0-9698947-08, published by Up The Shore Enterprises

On Thin Ice, Charles R. Nelson, 2001, ISBN 0-938627-49-X, New Past Press, Friendship Wisconsin


A Corner of The Empire, by T.R. Glover and D.D. Calvin, 1937, a history of Kingston Ontario, Cambridge University Press

The Scoots Of Georgian Bay, by Adelaide Leitch, *Family Herald & Weekly Star* newspaper article

The Dave Thomas collection, graciously loaned to author Joe Fossey for further research in 2004

About the Author

Joe Fossey of Barrie, Ontario, has been a "Scoot" enthusiast since first riding in one at the Barrie Winter Carnival in 1960. Retired from careers in Marine Industry, Machine Tool and Bell Canada, he enjoys researching and writing about local marine subjects and their history to help preserve their important contributions to our marine heritage.



SunCat **COM-PAC**

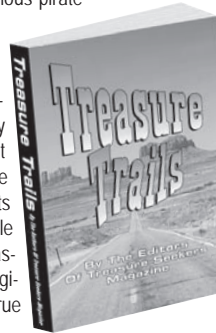
14' Picnic Cat
17' Sun Cat
Other models
in stock

FERNALD'S MARINE
On the River Parker
Rt. 1A, Newbury, MA 01951
(978) 465-0312

New Books From The Authors Of Treasure Seekers Magazine

Treasure Trails

The thought of finding gold, a lost ghost town or silver mine excites the mind of most. Equally thrilling is the hunt and luring facts that led to the origin of the treasure. Finding precious metals, the hidden booty buried by a fallacious pirate or a lost cache stowed somewhere by a high-wayman all adds to the thrill of the search. *Treasure Trails* covers many stories pertaining to lost treasure, whatever the form, and the events leading to its possible recovery. It will surely fascinate the reader's imagination. The stories are true and often unbelievable.



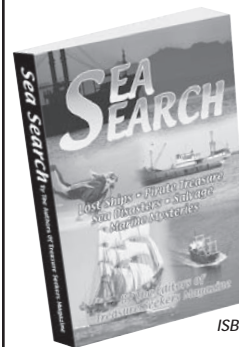
ISBN 0-9749971-1-0

Only! \$14.95

Plus \$3.95 S & H Calif. residents add 7.25% sales tax.

Sea Search

Sea Search brings information that has led to the demise of lost ships, the horror of sea tragedy and the lure of mysterious hidden treasure. Each chapter was taken from the archives of *Treasure Seekers* magazine and assembled as a compendium of sea stories with factual accounting. Every effort was made to add actual interviews with many of the survivors of these horrific sea going tales. It was they who documented the histories of the colorful anachronism and crews.



Only!

\$14.95

Plus \$3.95 S & H Calif.
residents add 7.25%
sales tax.



ISBN 0-9749971-1-0

**Special Offer...
Save \$4.90!**

**Order Both Books For
Just \$27.95**

Plus \$4.95 (2-books) Calif. residents add 7.25% tax

Graphic Image
Publishing/Graphic Art Design

P.O. Box 1395 • Agoura Hills,
California 91376-1395 U.S.A.

Tel: 1-805-375-7777

Fax: 1-805-375-7778

e-mail your order:

graphicimage454@aol.com

Look For Us On The Web!

www.graphicimagepublications.com

Mississippi Bob Brown kindly invited me to the Minnesota Messabout during the first weekend in June at Lake Pepin, which is a lengthy section of the Mississippi River that expands widely to form one heck of a lake area. For most of you, the section is best remembered as the site of the Jack Lemon/Walter Matthau movies *Grumpy Old Men*, and *Grumpier Old Men*. So, like the neophyte that I am, I took off happy as a clam and dumber than doorknob to show those Minnesota folks how to sail.

I stumbled into Lake City and summarily found Bill Paxton, Commodore, Chief Cook and Bottle Washer, Official Photographer, Head Honcho, boat builder, and overall good guy. He informed me that he had not remembered our email exchange but I was welcome to join the group ("Don't forget to bring food for the pot luck tomorrow!"). Evidently food is a major element of Messabouts.

He also stunned me by saying that my pal and the only person I would know, Mississippi Bob, was in the hospital with a slight(???) heart attack and was not coming. Furthermore, all the participants had built their own boats, wood all, but they would tolerate my "plastic boat!"

Bill had nicely provided a wonderful logo that could be made into an iron-on patch so we all sported our Minnesota Messabout 2006 sweatshirts and t-shirts. Nautical? Ya. You betcha, don't ya know. Eh?

The boats were works of art that were designed with such care and acumen that I dared not to touch them, let alone board them. At one end of the wooden spectrum was a Mouse Boat that was hardly more than a raft with gunnels big enough for an adult to sit in if he/she had some ballast up front to balance the load fore and aft. The boat is supposedly 6' but I questioned that as an exaggeration. Captain John had put it together, hauled it in the rear of his Geo, and camped in a child's tent in utter simplicity. His little boat was called *Goldfish* and he flew a goldfish shaped kite, a "Poor Man's Sail," for propulsion. In spite of the Elmer's and duct tape, it was the hit of the weekend.

Bill Paxton's Stevenson Project Weekender, *Surprise*, was so incredibly handsome that I hated to board her. Clearly Bill wanted to make this as perfect as possible and he came darn close. However, the coaming surrounding the weather deck was sharp and on Sunday, in the midst of having a splendid time, I managed to jump onto it and got a bruise. On the way home it had swollen to the size of a softball necessitating a stop for a bag

A Minnesota Messabout

By Stephen D. (Doc) Regan

(Originally published in
The Shallow Water Sailor)

of ice. A week later the entire leg from the knee to the toes was a swollen rainbow of purple, green, yellow, and black requiring a trip to the doctor and the hospital for an ultrasound test (Nope, I am NOT pregnant!).

Craig Bursell's *Black Bard* was another boat too beautiful to float but he did anyway. He won the Lemon Award for the most Red Green Duct Tape and Junk Originality in a nautical necessity and laziness situation. Craig forgot his gaff in St. Paul and sure as heck was not about to run back to the cites to fetch the thing. Friday night he bemoaned his plight over the requisite beer as we commiserated watching the sunset along the Mississippi.

He surprised us all when we awoke to find him sailing along quite nicely. When he ventured ashore we saw that he had found a forked limb in the woods, strengthened it by binding it up in colorful cord, attaching extra blocks he just happened to have along with duct tape and ingenuity, and away he went. He later confessed it worked better than his hand built, highly varnished and polished gaff sitting in his garage.

We had sunny skies and decent breezes on Saturday so the Pepin Pirates sailed pleasantly along the Minnesota shoreline with a good mile of water separating the sailboats from the main channel replete with barges, motor craft, jet skis, and water skiers. The keen Mississippi current did not seem to have a great deal of influence in this broad stretch of river, however, the southerly winds did produce modest rollers not typical for the Mighty Miss.

The real fun was not so much sailing our own boats but sailing or riding in others'. Quickly becoming obvious to this cornfield sailor was that my limited waterline and 50sf of sail was no match to the 18' gaff rigged boats. Even the Bird Watcher boats were beating the daylight out of me. Nevertheless, I plowed on enjoying about five hours of solid sailing before my hunger pangs forced me ashore to scrounge up a burger and fries and a new tube of sunscreen. I did manage to finish the day riding in other people's boats.

Saturday night was a pot luck of basic midwest food. I brought beer, hot dogs, and mustard. Others brought potato salad, brats (a basic food group in Minnesota) and sauerkraut, beans, veggies and dip, chips, and the assortment of nibbles and stuff. Beans, brats, sauerkraut, and beer. Eat your heart out Martha Stewart!

Gladly, everyone staying in tents were a goodly distance apart. I stayed at a motel. I am too darn old to sleep on the ground. I need color TV, a shower, hot coffee in the morning. Besides, my gut rumblings and multiple nocturnal trips to the head disturbed no one.

Sunday was a venturesome trip across the widest part of the Mississippi from Lake City, Minnesota, to Stockholm, Wisconsin, for an excellent Swedish breakfast on the verandah of an old restaurant. I found that the concept of a breakfast burrito at a Swedish cafe in Stockholm a bit incongruous, but my Swedish pancakes more than established a Scandinavian mood. The barrels of coffee were absolutely indispensable for us burly boating buccaneers.

On the way back across the river we all must have had the same thoughts since the plan was for everyone to rush back, load up, and depart. However, the strong winds, white caps, and large rollers called us for additional sailing. Riding along in Bill Paxton's *Surprise* we were running at speeds unattainable in my *Zonona*. The waves delivered a modest splash to the face and we even tried surfing. What a ride. I never had so much fun and basically ignored Bill's questioning of whether we should stop for the day. Like a little kid at Christmas, I wanted MORE!

When I got back to Iowa I was greeted by a phone call from Mississippi Bob apologizing for having a heart attack and missing my first Messabout. I gave him hell about his timing for a medical emergency which I thought terribly rude of him. He mentioned something about rather being in a boat in the water than in surgery in a hospital, to say nothing about wearing an old pair of jeans and a jaunty cap rather than a gown and catheter.

I still refuse to forgive him. But I did proffer that on a scale of 1 to 10 the Minnesota Messabout at Lake Pepin was about a 17 in my book. I gather that he took some comfort in this. I just cannot wait until next year. Mississippi Bob will be there if I have to haul his hospital bed on a trailer and tie him to the foredeck. I will again be the only person with a plastic boat but, boy, will I have fun.

Captain John underway in his Mouseboat.



A Minnesota Dovekie.





The author with his plastic boat, *Zonona*.

Bill Paxton's *Surprise*.



Pepin Pirates raiding party.

Bumming a ride in *Surprise*.



A Weekender beached.



Lutra Voyager
14 feet 6 inches

Stability you can count on

Arrowhead Custom Boats and Canoe
4113 Guadalupe
Austin, Texas 78751
(512) 302-0033

Plans and custom boats to 30 feet
www.arrowheadboats.com

My dear shipmates: It was suggested to me that I should write something for *Fore An' Aft*. I felt very gratified indeed at such a friendly invitation and nothing would have pleased me more than to sit right down and show my eagerness to avail myself of such a privilege. On thinking the matter over, however, I realized that it was a more difficult proposition than it had appeared at first.

Primo, *Fore An' Aft* being essentially a "yachting magazine," it struck me forcibly that anything not actually pertaining thereto would be somewhat out of place in its columns.

Secondo, I am very much inclined to think that the pleasures afloat which were enjoyed by the average young men (not more blessed with earthly treasures than I was), were so different in the early '80s (1880s. *Ed.*) from what appears to be the actual elaborate and distinctly "yachting" mentality of the present times, that I shrugged at the idea, even if it be only a tentative one, to endeavor to entertain you along those lines.

After having done more thinking and reviewed the situation, I found only one issue; that is, crave your condescension and take chances of a friendly chat with you in relating a few of my recollections and experiences in the latter end of the '70s and beginning of the '80s on board one of the coasting and trading schooners which were plying at the time in the lower St. Lawrence, Gulf, and North Shore, and which steam (confound it) has unmercifully since wiped out of existence. So, just imagine we're squatting in the lee of the foredeck house, wind is a few points abaft the beam, the mate is in better humor than usual and therefore not likely to bawl some order that will make us jump to our stations, and it's my turn to talk.

There could be found in those days on both shores of the St. Lawrence, below Quebec, a hardy population of seafaring men of whom very little has been heard. They were almost exclusively French Canadians, leading a simple life, satisfied with today, not bothering much about tomorrow, and looking to the sea for a livelihood. They led a happy and contented life which was somewhat enhanced by the difficulties of communications over land prevailing at the time that kept them away from contact with habits and mode of living in the cities where an easier life might have been found, but very likely not a happier one!

Having spent my youth almost since childhood amongst these people I, as a matter of course, inherited their proclivities and natural inclination towards the sea. This unfortunately did not quite meet with my venerable father's views in regard to my future. My being his only son, he entertained very legitimate hopes that I might have succeeded him in the legal profession, which appealed to me about as much as the red hot sand of the Sahara Desert would appeal to a Newfoundland dog. The result was obviously disastrous for law.

As soon as the summer holiday season approached I felt irresistibly drawn by the call of the sea. As a youngster I spent most of my time in small boats, doing many pranks that I wouldn't care to go through now. At last my good father reluctantly consented to let me ship for the first summer on one of the coasting schooners to which I have already referred, taking great care to beg the skipper to make my life aboard sufficiently "atrocious" to cause me to desist from the future allurements of a sea life. In that also the

Reminiscences of an Old Sea Lover

By Colonel O.C. Pelletier

(Reprinted from *Fore An' Aft*, May 15, 1927, a yachting magazine conceived by cruising men and dedicated to cruising)

result proved to be a dismal failure as I never received better treatment, or was made the object of more kindness, than by the different skippers with whom I spent my college holidays. In short, my long sought dreams had come true.

The foregoing autobiography may be of a very secondary interest to my readers, but I felt that I had to explain how I gained the personal experiences which I am about to relate.

After making acquaintance with the "personnel" composing the crews, I think it would be well to say a word of their staunch little vessels. To begin with, I must candidly admit that they would not have stood much favorable comparison with the modern Nova Scotia or Gloucester "hare hounds" in speed, appearance, or scientific proportions in their designs. The principal requirements sought for being staunchness and carrying capacity, speed had to be considered a very secondary matter. Their overall length ranged all the way from 60' to 100' with a crew from four to eight according to tonnage.

The drafting of the hulls, emanating from men who had practically no scientific training, naturally left much to be desired in that respect and I hasten to add that I am not sufficiently versed myself in the mysteries of that learned and highly skilled profession of naval architecture to venture a critical analysis of their lines, qualities, or faulty construction, all that with the utmost deference and respect to the incantatory descriptive phraseology of the eminently professionally trained gentlemen above referred to. All I might say is, though antiquated in many ways, these good little craft reflected a great deal of credit upon those who drafted and built them with so little scientific knowledge at their disposal.

Their general appearance reminded one at once of the larger class of sailing vessels then afloat. Short overhangs, high freeboard, wall sided, and some of them even with a slight tumble home, a fair amount of sheer, and what always surprised me more, nothing unpleasant in their buttock lines and general run aft considering the relatively massive proportions of the hulls. The excessive height of their main rail and bulwarks contributed to make them appear high-sided and, not content with that, many had a top gallant rail over the main rail. As you no doubt observe, I do not try to impress you so much with their appearance as to endeavor to be an exact historian.

The material of which they were built was as a rule exceptionally good and sound. Timber was plentiful, right at hand, and consequently cheap all over that region in those days. Red and black spruce of an excellent quality was to be found everywhere on both sides of the St. Lawrence and was used largely for deadwood, floor timbers, buttocks and lower planking. Pine was not then the almost inaccessible article which it has become today and was accordingly less sparingly used for decks, deck houses and interior finish.

As to the special aptitude of the French Canadian as a ship's carpenter, I may refer you to that most interesting book of Fred W. Wallace entitled, *Wooden Ships and Iron Men*, wherein many tales of their skill with axe and adze will be found. Such skill, after all, was natural to people raised in a country where timber was abundant and from which everything had to be made in the pioneer days! In a good many places the local smith could shoe horses, make sleigh runners, wheel tires, and ship's iron work with equal facility. With such abundance of wood right at the water's edge, ship building came naturally to the French Canadian, who was something of a sailor, a blacksmith, and general laborer.

The rig was that of the ordinary fore an' aft schooner, carrying fisherman's stays'l and main gaff top's'l, practically none of them carried a fore top mast. In fact, I remember only two or three that did and they were not, properly speaking, what could be called St. Lawrence schooners as these latter ones generally wintered down South or in the West Indies. Wire rigging with its turnbuckles and other modern newfangled improvement had not yet shown up amongst these schooners, though I understand that wire standing rigging was used in British North American vessels around 1870. With us hemp had its full sway, deadeyes and lanyards with tackle power applied to the latter were the only means of tightening shrouds, advantage being taken of their being looser on the lee side, to tighten them during a moderate breeze and sea.

Now then, after these long preliminary details we ought to be fairly prepared to set sail. The day of sailing was as much as possible arranged to fall on a Sunday whence the skipper, with his crew, would attend church service with devotion at their village church with a special invocation to La bonne Sainte Anne, the shrine and patron saint of the French Canadian sailors, known to them as "La sauve garde des marius." Many times I have been a witness of this pious custom, after which first advantage was taken of wind or tide.

I presume it must seem somewhat strange to modern yachtsmen to think that wind and tide were such important factors to get underway, but don't lose sight of the fact that we were then years before the advent of the powerful auxiliaries which now allow much more latitude to overcome adverse conditions of weather. Be that as it was, I recollect the feeling of importance which swelled me right up, a youngster of about 14 years of age, at last sailing on what appeared to me then as a big ship, on a voyage of a couple of months! What wonderful stories I should have to relate at home on my return and to my less lucky college mates. Oh boy! Sir Francis Drake did not see in a brighter light his wonderful future when he first set sail at the beginning of his career!

It was in an old schooner named *Sainte Anne*, about 100' overall (and I don't remember her registered tonnage) that I made my "debut" on a warm Sunday afternoon in the beginning of July in the '70s, starting from Les Eboulements, a small village some 75 miles below Quebec, bound to Halifax, Nova Scotia. I remember how I worked with a will hauling in the shore lines and helping to coil them snugly in their respective places, then tried to have a hand in the multitude of details generally attending setting sail and getting ready for sea!

Tide being on the ebb, with light airs, we managed to drift down a few miles and anchored just above Brandy Pot Lighthouse, there to await the next tide. About the end of the next flood we saw a dark line to the east of us extending from shore to shore, a sure sign of east wind. Right enough, it was followed shortly after by the usual catspaws, ruffling the surface of the water at a distance, and gradually spreading around us.

Our fore and main'sls had been left standing so all hands set to work on the windlass. Talk about calisthenics, or exercises of any kind, for physical culture and I'll back the working of the hand levers of the old wooden windlasses with pawl and purchase rims against any of them, if you keep to it with a will. Ten to one you'll be glad to see the last 15 fathoms shackle coming in through the hawse pipe, we'll say when about 35 fathoms have been let out and the anchor is a-peek, then as soon as it reaches the water's edge, get on the cat fall to heave it to the cat head, shift afterwards to the fish tackle and heave conscientiously until the fluke of the anchor is made to rest over the bow, and made fast by the shank painter! Keep to that every morning before breakfast and you're not worth a rope yarn if you don't raise a fine appetite and feel like a fighting cock after a couple of weeks at that game.

The breeze was freshening smartly, raising a flop, and the old schooner, feeling good after the prolonged rest she had enjoyed when proceeding in tow from Quebec to Montreal to load some 1,200 barrels of flour with a balance of general cargo, was doing as well as her broad beam and bluff bow permitted her. We were just getting in one of the worst bits of the river for fog, and easterly wind helping, we ran into it good and thick.

We were forging along on the starboard tack when I noticed that the skipper, who generally looked so placid and unruffled, was leaning forward looking somewhat anxiously under the lee of the main boom as if to distinguish something in the fog, then moving forward to the end of the raised quarter deck, peered still more intensely under the fore sail boom. There was something about him entirely different from what he generally appeared and I heard him shout to one of the men for'ard to give a dip with the hand lead, all this was done quicker than I can relate it.

I can still see the couple of sways forward and backward of the lead, then the circle it described above the head of the man heaving it, thence shooting forward and dip, it seemed that time to have touched bottom almost at the same time as the surface and I heard a yell for'ard, "by the mark 5." Great Scott! We were running straight for the ill-famed White Island reef, composed of enormous boulders and wicked ledges on which so many ships of all tonnages had gone to the port from whence no one returns. "By the mark 5," and we were drawing about 14', heavily laden as we were, with a well known uneven rock bottom under us and the old schooner playing a game of heel and toe of the most annoying sort under the circumstances.

"Hard a lee," or at least "Loftout" (as mostly all the commands were given in French), shouted the skipper and the men for'ard anticipating the command were already standing by the headsheets. Thanks be the Lord the old hooker did not put into her head to sulk as she had been known to do sometimes when there was a bit of heavy sea running, else I would very likely not have the privilege of

telling you as I do now just how I felt when all this was going on. Her sails shook for a few seconds, the head sails filled, and she paid off to leeward on the port tack. A sigh of momentary relief and gratitude to the Almighty was certainly felt by all hands on board, but this was no time for "sentimentality."

A second heave of the lead gave a quarter less 5, we were evidently still on the edge of the shoal, should we clear it? Luckily we did, we soon heard the call from the leads-men, "quarter less 6," then followed, "by the mark 7," and we were clear. With the usual indifference of the seaman facing danger often in the most unforeseen circumstances, the leadsman quietly coiled his line and hooked it inside the fore rigging, having apparently already forgotten the thrilling moment he had just gone through!

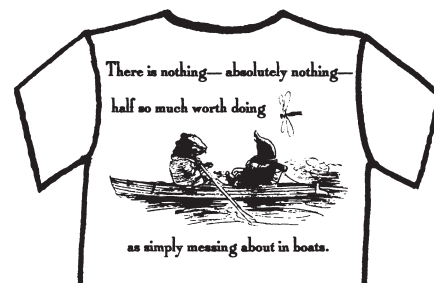
What was the cause of such an apparent unpardonable mistake or error of judgment? Don't be too hasty, my friends, in finding fault with the old skipper, but look at the chart at that particular place and observe the currents and cross currents, some of them running almost at right angle to the river at that period of the tide. You remember that we left "Brandy Pot" anchorage just about the end of the flood so that the tide was fully on the ebb when we reached White Island reef.

Please take notice also that there was no lightship, nor fog whistle, nor submarine bell below White Island in those days as there are now, and then when one has to allow for leeway with an irregular current, which at certain phases of the tide has a velocity of a mill-race (the skipper of the White Island reef lightship has told me that time and again his log has registered 6½ knots from the taffrail of the lightship at anchor during spring tides), a miscalculation, which however was made

good by that inborn and indefinable tact known as the sixth sense of the mariner giving him an intuitive warning that he was running into danger, is surely excusable.

But whilst I am extolling in attenuating circumstances to demonstrate my loyalty to my first skipper, the *Sainte Anne* continued her way down the St. Lawrence. The tide rips of Red and Green Island were now left astern, and with the wind keeping about ENE, the sea had increased considerably, there being now a much longer sweep uninterrupted by islands, and just a few miles below Red Island Shoal we were getting into deep water, practically losing the soundings even with deep sea lead.

(Continued in Following Issues)



Simply Messing About In Boats

Nautical Apparel & Accessories

from


The Wind in the Willows

The Design Works

toll free 877-637-7464

www.messingabout.com

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull
Traditional looking Yacht Tender
Specially Designed for Ease of
Rowing and Minimum Drag When
Towing
Row & Sail Models

BAY of MAINE BOATS


P.O. Box 631 • Kennebunkport, ME 04046 • 207/967-4298
43° 20.9'N - 70° 28.7'W

**HAUTHAWAY
ULTRA-LIGHT
CARTOP BOATS**

Custom Hand-Layup
Lightweight Fiberglass

RUSHTON CLASSICS

NEW!



23-lb Rob Roy "Bucktail"
Double Paddling
5.5' Open Cockpit
Full Decks

19-LB TO 29-LB MODELS

ARCTIC - GREENLAND
34-lb "Seal-Bear"
17.75' Sea Kayak

**CALL!
CAL-TEK KAYAKS**

P.O. Box 202
Kingston, MA 02364
(781) 585-5666

Florida, which briefly belonged to Great Britain (from 1762 when she traded Havana, Cuba, to Spain for it, until 1783 when, under the Treaty of Versailles, Florida was returned to Spain in exchange for the Bahama Islands), has a long history of tourism. While today crowds travel from around the world to her beaches and, yes, even Disney World, the initial tourists were at least as attracted to her unique flora and fauna which could be viewed most easily on her interior rivers.

Prior to the arrival of the steam engine as a source of propulsion for shallow draft boats most, if not all, of the contact with Florida came by way of sailing ships carrying passengers and supplies to the coastal settlements of Key West, Pensacola, and St. Augustine (the oldest city in the United States). The interior remained largely unexplored and sparsely settled.

The first recorded steamboat visited Florida in 1827. By the 1840s regular service had begun along the St. Johns River between Jacksonville, near the coast, and Palatka, some 75 miles upriver. Soon after this was established early steamboat pioneers began service beyond Palatka, realizing the potential as a winter tourist destination. Both commercial and tourist use of the rivers increased until the War Between the States, when a Northern blockade of the South's ports stopped most of the traffic.

During the time prior to the war, travel by any means on the Ocklawaha was made nearly impossible by downed trees, narrow banks, and floating vegetation. The river itself is 160 miles long, flowing northward from the chain of lakes located in central Florida and also being fed by Silver Springs with its seven-mile run to the Ocklawaha which then joins the St. Johns some 25 miles south of Palatka. Ocklawaha is an Indian word which roughly translates into "Crooked River." It is estimated that there are close to 1,000 bends and switchbacks along its length. With the exception of the first 30 miles or so, which course through open savannah, the rest of it twists and winds its way to the St. Johns through a giant cypress swamp, punctuated only by occasional hammocks of dry land. The river and swamp are home to more than 200 species of fish, 200 varieties of birds, and 300 different mammals and reptiles including black bear, bobcat, otters, manatees, and alligators.

During the war work began on clearing the river, primarily for military purposes. The initial work involved clearing some 30 miles of river from Fort Brook to the confluence with the St. Johns. After the war ended additional contracts were given to complete the clearing of the remaining 130 miles, which took upwards of three years. The rate of cash payment during this time for one steamboat and crew of nine was \$75 (U.S.) per day worked.

After the war, traffic resumed dramatically, bringing many settlers who had heard

Steamboat Travel on the Ocklawaha

By D. Turner Matthews

of Florida's unique beauty from veterans stationed here during the four years of the war.

Of all the rivers, the St. Johns was the center of steamboat activity. From a tourist perspective Palatka became a transfer point destination to travel up the much narrower Ocklawaha to see firsthand the beautiful interior areas of Florida, and to travel to the now famous Silver Springs which, being one of the sources of the Ocklawaha, produces some 550 million gallons of crystal clear water per day.

This boat trip became a "must" for the 19th century visitor to Florida. Poets, writers, journalists, and other celebrities traveled aboard the little wood burning steamboats, some of which provided cabins for overnight travel and served elegant and sumptuous meals. Personal accounts of these prominent travelers' passage were popular reading in the late 19th century. Former President Grant's trip up the Ocklawaha was published in the February 14, 1889 edition of *Harper's Weekly*.

The steamboats which eventually developed for this trade were, for all purposes, unique to the Ocklawaha and its narrow twisting path. Sidewheels were an impossibility because of the narrowness of the river. Exposed stern paddle wheelers, while initially used, were impractical because of the tightness of the river bends and their tendency to hit trees and other obstacles on the bank when negotiating the turns. The design which was ultimately developed is best described as a "paddlewheel inboard" containing the paddles within the hull and superstructure out of harm's way.

The boats were far from attractive and elicited comments from their passengers such as this one from Sidney Lanier, the American poet, who published an account of his trip to Silver Springs aboard the *Marion*: "The little Ocklawaha Steamboat *Marion*, a steamboat which is like nothing in the world so much as a Pensacola gopher with a preposterously exaggerated back."

Famous author Harriet Beecher Stowe had this to say in 1873: "The Ocklawaha boat lay at the landing and we went to look at it. The aspect of this same boat on a hot night was not inspiring, its sides were rubbed glassy smooth or torn and creased by the friction of the bushes and trees it had pushed through. It was without glass windows which would be of no use in such navigation, and in place thereof, furnished with strong shutters to close the air holes. We looked at this same thing as it lay like a gigantic coffin in the twilight, and thought even Silver Springs would not pay for being immured there and turned away" (*Palmetto Leaves*, Boston 1873, pp 261-262).

A more favorable impression was written by a reporter who made the trip with former President Grant, who was seeking a return to the presidency. The reporter's comments were later compiled in a book (*Florida for Tourists*, 1882 by Barbour) and commented: "The steamers are each an aquatic curiosity. Built especially for the route, they are altogether unique, there are none others anywhere like them. They have an appearance of having been placed in service just before completion. Constructed with two decks,

quite low between, a snug little square-shaped wheelhouse high up forward, and a tiny lobby deck aft, with the row of three or four little state rooms ranged between, they are unexcelled for the accommodations which they offer in the scanty space at command, and are a much more comfortable and serviceable craft than their appearance would indicate. Upon the roof of the wheelhouse of our special steamer was a large iron box where a bonfire of pitch pine knots lighted up the scenery at night" (and in order for the pilots to find their way).

Until the advent of railroads in Florida in the 1890s, steamboat trade on the Ocklawaha was robust. By the end of the century, however, the need for freight passage was non-existent as the railroads were now serving all of the interior areas from which the freight originated. The steamers continued on, as they still had a winter trade in tourists, but by the 1920s this disappeared as well, with Silver Springs, the main tourist destination, creating their own sources of tourists by rail and a new paved road from Ocala.

As best can be established, the last steamer on the Ocklawaha, the *City of Ocala*, ceased operating in 1926, bringing to a final end the regular navigation of this beautiful river, allowing it to return over the next 40 years or so to its untamed state.

The Ocklawaha River that exists today does so only as a result of determined environmentalists who stopped construction of a cross Florida barge canal which was to incorporate the Ocklawaha as a portion of its path. Although the idea of a canal was first proposed by Phillip II of Spain in 1567 and was repeatedly considered over the years, construction did not start until 1963 with the support of President Kennedy. Work stopped in 1971 after a number of bridges, locks, and dams had been constructed. The project was officially cancelled in 1991 with the right of way being turned over to the State as a greenway, named in honor of the woman, Marjorie Harris Cass, who led the opposition in protecting Florida's aquifer.

With the cessation of maintenance of the Ocklawaha by the U.S. Army Corp of Engineers, the river, where not flooded by dams, has once again returned to its pre-Civil War wild state with trees and other river debris preventing much of its passage by all but canoes and the fiercely determined.

Note #1: Most of the photographs submitted were taken by William Henry Jackson (1843-1942) who is known as America's pioneer photographer. The photos in this article were taken by him during his association with the Detroit Photographic Publishing Company which produced photographic views which were available as photographs and were also used for postcards. His photography of the area around what is now Yellowstone Park is credited with being instrumental in the dedication of this first United States Park.

Note #2: The historical data recited in this article was primarily obtained from the wonderful book, *Paddle Wheel Inboard, Some of the History of Ocklawaha River, Steamboating, and the Hart Line*, by C. Bradford Mitchell, reprinted from *The American Neptune*, Vol. VII, No. 3 (1947) by the Steamship Society of America, Inc., Providence, Rhode Island, 1983, and *Steamboating* by Tracy McKenna, as seen in *Antiques and Art Around Florida*, Winter/Spring, 1995.

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY 2103 Hallowell Rd.
(207) 268-4802 Litchfield, ME 04350



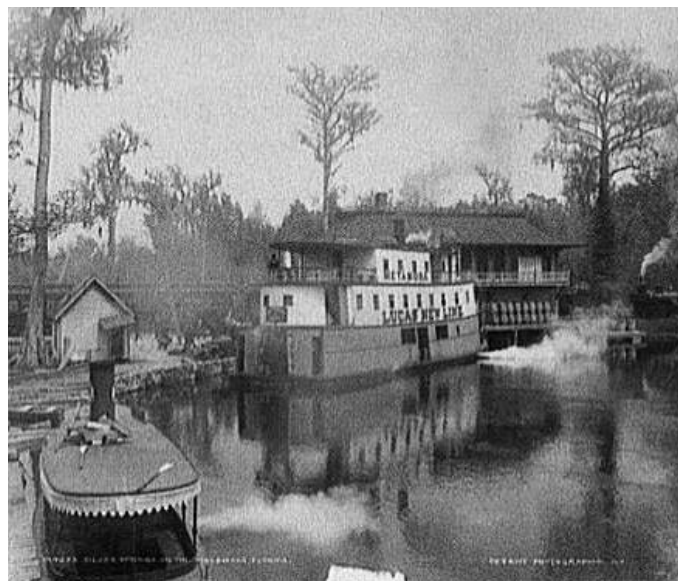
Steamboat *Okeehumtee*.



Steamboat *Metomora*.



A Lucas New Line steamer at Silver Springs on the Oklawaha.



The dock at Silver Springs.

Lucas Line steamer on its way.



On Saturday, July 8, the Norumbega paddlers met at the South Natick Dam to continue the Source to the Sea mission for 2006. Bill Conrad replaced his E.M White with the old Brodbeck for this leg of the river and he was joined by Larry Meyer and John Fitzgerald in Fitz's E.M. White. It was sort of like trading a red one for a green one. I had to skip this event due to a prior commitment on the home front. Bill finishes the report

We put into the river just downstream of the dam but upstream of the bridge at Pleasant Street, entering a nice little run of quickwater where the water coming over the dam hadn't yet slowed to its widened main channel. The river soon slowed to its normal pace as we passed under the steel bridge leading to Elmbank on the right. The next two miles held Elmbank on the right as beautiful estate properties began to appear on the left. We were entering the high rent district. This section of the Charles River valley is low and flat and many old channels survive, on either side remnants of the former main channel.

As we came to Redwing Bay there was some question as to which side of the Cochrane Dam canoeists were permitted to use for the portage. The longer route, up and over, turned out to be the easier and more politically correct, therefore, the preferred one. The put-in down from the bridge entered

Charles River Source to the Sea

Segment V & VI

By Steve Lapey & Bill Conrad
Photos by Steve Lapey & John Fitzgerald

another section of quickwater and it was off to Route 135.

The take-out was reached all too soon, we could have progressed further but since the shuttle vehicle was in place the decision was made to end the trip at the Route 135 landing, a good starting point for the next segment of the river.

Segment VI was scheduled to be on Saturday, July 22, but the entire weekend was rained out so we regrouped on Saturday, July 29, which turned out sunny and hot with just enough of a breeze to cool things off.

Bill returned to the river with the old Brodbeck and Fitz brought the 1914 Old Town Charles River Ideal 16-footer. I brought my 16' Peterborough lookalike that has been serving me well this summer.

The Brodbeck and the Old Town were the perfect canoes for this portion of the river. In the Dedham area the river was liter-

ally awash with these and other brands of "Charles River Canoes," when Bill and John's old timers were new. The photo of Bill's Brodbeck at the pilings of the Dedham Boat Club's boathouse may have been right where Mr. F. Brodbeck first launched this canoe sometime before 1910. I can't say anything about Bill, but the old Brodbeck is one fine looking canoe!

We stopped for a stretch and water break in the shade in the small park near the Route 109 bridge before continuing to our take out at the Kendrick/Nahanton Street Bridge where the City of Newton maintains one of the finest landings on the river. There is even a first class dock to pull the canoes out on in addition to a paved parking lot with plenty of room for shuttle vehicles. Thank you, City of Newton! More communities along the Charles should work to make the river more accessible to canoes (and, yes, kayaks, too).

At the Newton dock we all took turns test paddling each others' canoes just to see how much different each model is. Mine is tipsy and unstable but it will turn on a dime and give back a nickel change. The Brodbeck is as stable as a Greyhound bus but it doesn't want to turn, and the Old Town appears to be somewhere in between. The photo is of Bill testing the Ideal.



Designed by the Indian, perfected by the white man, and now more widely used than any other small craft built.





JY Club Trainers racing.

3rd Annual Red Jacket Youth Regatta

By Trisha Badger

Atlantic Challenge's Community Sailing Program hosted the third annual Rockland Red Jacket Youth Regatta Sunday, July 23, on Rockland Harbor in Maine. Nearly 40 sailors from five local sailing programs enjoyed an afternoon of light winds and friendly competition fostering the sportsmanship, teamwork, and sailing skills that racing develops in youth sailors.

Atlantic Challenge, St. George Community Sailing, North Haven Casino Sailing, Camden Yacht Club, and Vinalhaven Island Sail participated in this event, sponsored by Art Tibbetts Marine Contractor, Hallett Canvas & Sails, Inc., Journey's End Marina, and Maritime Energy.

A fifth club was included in the Regatta this year, Vinalhaven Island Sail, offering yet more opportunity for youth sailors in the midcoast area. Despite gray skies there was decent wind and spirits were high out on the water. Atlantic Challenge is very thankful for all the volunteers, local supporters, and visiting clubs that came together to make such a great event possible again this year.

The regatta is named in honor of the Rockland-built clipper ship *Red Jacket*, launched in 1853 near the current location of Atlantic Challenge. *Red Jacket* set sailing records that stand to this day and was widely known for her beautiful lines and craftsmanship. Sailors from the five clubs raced in single person 8' dinghies, JY Club Trainers, and two-person 15' 420 sloops.

Atlantic Challenge is an educational non-profit 501(c)(3) organization that has been serving its students for more than 30 years, using boatbuilding and seamanship as tools that allow youth and adults to challenge themselves and explore their maritime history. The Community Sailing Program is now in its ninth year. For further information, contact Atlantic Challenge at (207) 594-1800 or visit our website: www.atlanticchallenge.com.



Above: 420 sloops jockey for position at the start of a race.



Left: AC's Mike Root of Rockland and Christian Kirchner of Owls Head racing aboard a 420 with breakwater in background.



KAYAKS

Boréal Design

Wilderness Systems – Old Town

CANOEES

Ranger – Old Town – Radisson

Hundreds on Display

FERNALD'S

On the River Parker

Rt. 1A, Newbury, MA 01951

(978) 465-0312

From the Lee Rail

By C. Henry Depew

I wrote to the Editor suggesting a now-and-then column of information and ideas based on my some 50 years of messing about in boats. In my letter I mentioned that my wife and I had nine boats in the first six years of marriage. He found the column idea and the boat sequence both interesting. When we started putting the material together for this first column, my wife and I discovered that we had ten boats in the first six years, not counting the one I was building when we got married or the one lost when the boat builder went bankrupt. As a start to the potential column, herein is some commentary on our early boat collection.

I have been enjoying boats in one form or another for most of my life. I have been involved with power (inboard and outboard) and sail (monohull and multihull) and canoes (local all-day river trips). My boating experience is the Gulf Coast of Florida (Sarasota Bay to Dog Island/Carrabelle area).

When Judy married me in 1968, I was building a sailboard, a good clue that we would be involved with boats. In fact, in our first six years of marriage (we are still married to each other), we acquired ten different boats. In some cases, the boats were basket cases which were purchased for small sums of money and then repaired/rebuilt, enjoyed, and sold. This approach gave us a change to try out a number of different kinds of boats with minimal monetary investment.

In all, our "fleet" has included some 19 boats of different types of power, paddle, or sail. At present, and part of the count, we have a Sisu 26 (inboard diesel), a duck boat, a pram, and a Puffin. And we are still learning about boating either by experience, reading other people's accounts of events, or listening to other people's experiences at meetings and socials.

A small sailboard design is not really suitable for two adults so we went looking for something bigger. The result was a used Aquacat purchased from a lawyer. One of the benefits of this purchase was that the lawyer wrote out the bill of sale and I kept a copy. It was in nice legalize. The Aquacat was suitable for the two of us to sail in Apalachee Bay although I got out now and then and pushed when the water became too thin.

One of the first items of interest was the water in the hulls when we pulled the boat. The drain plugs were not leaking. So where was the water coming from? I called the manufacturer and learned that their fiberglass was water resistant but not waterproof. This was why the foam flotation was only in the top part of the hull. I found out many years later when I was a MORC Measurer that all fiberglass hulls absorb water. In this case, the hull was thin and the absorbed water gathered in the bilge.

The problem with the Aquacat was it was slow, did not point well (part of our sailing was in the St. Marks River), and had to be trailered to a launch ramp. Thus we decided on a bigger boat that would stay in a slip and be ready to sail.

After some looking, we found a converted U.S. Navy whaleboat that was being used as a "home" by a couple going to Florida State University. A "keel" (a tube full of lead) had been added and a Star rig (Sitka spruce mast and boom) put on to make it a sailboat. The auxiliary power was an Atomic Universal Utility 4 gasoline engine. The boat did not point well but it sailed nicely on a reach, had a good deal of room, and we enjoyed its use.

One day when we were working on the cosmetics, the marina owner came by. He looked at our work, up at the clear sky, and remarked, "There are two kinds of boat owners. There are those who use their boats and those who work on them." We closed the paint cans and went sailing.

While most of the work on the whaleboat was cosmetic, there was the need to clean out the dry rot here and there, replace worn gear, and keep things in working order. A trip to the marina to work on the boat became a constant endeavor. And then there was the boat's draft and the hour to two hour trip down the St. Marks River to Apalachee Bay and "deep water" and then the trip back to the dock. Thus, we decided that a boat on a trailer (you can work on it in the back yard and launch closer to the sailing waters) was more appropriate for us.

We sold the whaleboat and purchased a used multihull with a busted forward cross member which I repaired. I found that I enjoyed small boat racing but the reconstructed Catfish was not competitive and we both liked the looks of the Australis. So, we drove to Miami to pick up an Australis that I "raced" for a bit (actually won one race when the tide changed on a light air day and pulled the lead boats way from the finish line while moving the boats in the back of the fleet toward the finish line).

The Australis was towed stern first, but I turned it around to make launching easier only to find that the curved forward cross piece and trampoline made a perfect wing. The boat and trailer started "flying" behind the car above 30mph. I put the setup back as it was intended and launched the boat bow first.

Sailing friends convinced us that a Fireball was a neat, small sailboat and there was a local fleet. We purchased a used one and proceeded to turn it upside down in Lake Neuman, and later Sarasota Bay. After we picked up a Wharram catamaran (22' version) from a failed partnership (it had a Seagull for auxiliary power), we sold the Fireball. The Wharram was a nice, simple sailboat with room for four or five people on a nice day and would handle the local wind/wave conditions quite well.

We both enjoyed the shallow draft and versatility of the Wharram and started looking for a larger multihull. The 25' Jim Brown "Searunner" met our preconceived requirements. We found a builder in Connecticut and contracted for a boat. The builder went bankrupt, boat was never finished, we had no feasible way to go up and pick up the pieces, but we learned a good deal about how not to go about getting a boat built. We never did find out what happened to the unfinished multihull (maybe someone picked it up and finished the job).

In 1970, I thought the early windsurfer was neat and had one shipped from California (I did fine going backward, not so good forward, then someone stole the board before I could refine my skill). My wife saw Tornados sailing at a regatta in St. Petersburg where I raced the Australis and liked the boat. She thought she should be out sailing

rather than helping to rig a boat and then read on the beach while I sailed. So we ordered one and had it shipped from Miami to Tallahassee. Some kind people stopped by on their way through town and showed us how to put it together. My wife rode the trapeze while I steered the boat. It was fun and fast. We acquired another Fireball and used it to remember how to sail.

The Tornado would forgive most mistakes while the Fireball either stopped moving or turned over.

Our first Prout Tornado was lost on the highway when both the main and safety tie downs failed and it came off the tilt trailer at about 45mph. Wood does not bounce on Asphalt! The semi behind us missed most of the wreckage but the boat was totaled. We found a set of fiberglass hulls, deck tramp, and cross beams for sale on the lower east coast of Florida and went off to get them. On the way back to Tallahassee on I-10 we were hit by a heavy squall line. This time I had extra tie downs on the trailer. We still almost lost the trailer and hulls in the storm as the whole works went airborne behind the tow car for a bit. I pulled under a bridge over the Interstate and parked until the storm passed.

One of the actual new boats we purchased was a 16' power boat with a 165hp Mercruiser I/O in the stern for exploring the local coastal waters (it was a "dealer special" and on sale). The I/O was nice but taught us the need for a powerboat suitable for the wind and waves of our boating area. Granted, 40 knots is a bit of speed but it was also a very bumpy ride when the waves built. We learned from this that a boat designed for rivers and lakes is just not the thing when the squall lines start coming across the water and/or the waves build in the open water of Apalachee Bay.

After we bought a house in 1973, I built an Optimist Pram in the living room. After all, we were moving from a mobile home and had plenty of room in the new place. By this time, we had a small "fleet" and my colleagues at work were calling me Admiral Depew.

One of our early boats that is still with us was a duck boat built by Mr. Gross who ran Seafarers Boat Works on Lake Bradford (just south of Tallahassee). His boats were designed for hunters and came either pointed at both ends or with an engine mount at one end. At the time we were married I was guiding FSU canoe trips down the local rivers. Judy joined me on the trips and we thought having our own boat would provide the University with room for three more paying customers.

Judy did not like the standard "camouflage" colors used by Mr. Gross so he made us a boat and used "Robin's Egg Blue" for the gel coat with the transom mount for a small motor. The duck boat, with double bladed paddles for each of us, worked nicely. The only problem was the low freeboard (it was designed for sheltered water) and the wave action along the coastline. Also, we were almost swamped one time by the wake of a passing boat.

Each of the boats we purchased, enjoyed, and sold taught us something about that type of craft and whether or not it was what we actually wanted in a boat. Most boats operate best in a limited range of uses and the boat becomes a disappointment when you exceed that range.

The Monster of the Lake

By Burton Blais

The monster of the lake swims not in her depths nor does he slither or move with stealth. Rather, he is a sedentary fellow, sometimes known to men, sometimes uncharted, always shocking at his appearance.

He is a shoal, a rock pile perhaps, or mud and weed, claiming his due at less than a draft's depth. Sometimes, when the little ship is skimming swiftly over the deep with sails drawing their full measure of wind, the monster suddenly manifests as an indistinct form, a coloured patch even, eliciting panic or a desperate hope, but indifference only in the foolish.

Once, while on passage from Wellington to Long Point Harbour on Lake Ontario, we were off Salmon Point, giving it a respectably wide berth, sailing most speedily, dreamily staring over the side into the watery void, when a vision of boulders materialized beneath our keel, distinct and big as houses, the Wicked Bank's awful tail.

Startled, we held our course (trusting in the chart's indication that no real danger attended our shallow draft) but remained apprehensive, cognizant of the fate of the many mariners of old who, having met the monster on this tempestuous lee shore, knew a dreadful end with ship torn out from underneath, struggling humanity savagely pummeled and tumbled, then cast upon the rugged strand.

Another time, while approaching Kingston through the Lower Gap with Amherst Island to the northwest and murky skies to the north foretelling a thunderstorm in our path, in the company of gusting winds and following seas donning whitecaps, we knew ourselves to be in the vicinity of one of these monsters and anxiously searched the horizon for the buoy which would confirm the safety of our course. Even when the buoy was seen, at last, in a good quarter on the horizon, the spooky feeling remained, augmented by that forbidding atmosphere, that nearby there lurked a dreadful monster with many a vessel to his name.

Marvel not, then, that in olden times mariners did upon the waters perceive sea serpents and other slimy creatures of mythical stature. Such visions surely drew their inspiration from daily confrontations with the insidious hazards attending a life of toil on that inland sea.

When harbour's safety is reached at last, the hook is dropped or the ship made fast, the adventure is toasted with a glass and the monster for a time relegated to his station somewhere out there. Yet he stands among the elements of the magic of the lake, making each passage an occasion long remembered, oft recounted to any who will hear, calling brother sailors back to that place each succeeding year.

KLEPPER

FOLDING KAYAKS

www.klepperwest.com

We Specialize Exclusively in Folding Kayaks

Klepper West

6155 Mt. Aukum Rd.

Somerset, CA 95684-0130

Factory Direct
BEST PRICES

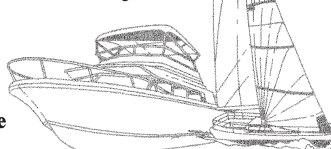
Toll Free: 888-692-8092



By-The-Sea

www.by-the-sea.com

- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale



- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified

Tel 508-240-2533 Fax 508-240-2677 Email: info@by-the-sea.com

messing
about in
BOATS



Messing About in Boats Subscription Order Form

24 Issues – 40 Pages Each Issue

Name _____

Mail Address _____

City _____ State _____ Zip _____

Mail Orders

24 Issues – \$28 (Payable by Check)

To: Messing About in Boats

29 Burley St., Wenham, MA 01984-1943

5 Issue Trial Subscription \$7 Mail Order Only

Internet Orders

24 Issues – \$32 (Payable by Credit Card)

To: www.duckworksbsbs.com/media/maib

No Telephone Orders Accepted

Are You Moving?

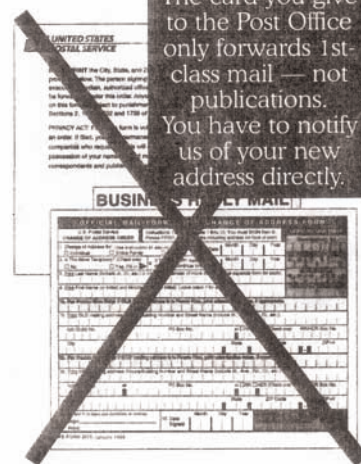
You may have told the Post Office,
but you didn't tell us.

To avoid missed issues (\$2 each if ordered separately) please notify us at least six weeks in advance.

Mail notification to:
Messing About in Boats
29 Burley St.
Wenham, MA 01984-1943

Or Telephone (978) 774-0906
7-10am or 5-9pm
(No Machine)

The card you give to the Post Office only forwards 1st-class mail — not publications. You have to notify us of your new address directly.



ATLANTIC COASTAL KAYAKER

**Our 15th
Season is
Here!**

**Would you like to
read more, lots more,
about sea kayaking?**

**SUBSCRIBE
NOW!**

Atlantic Coastal Kayaker
will bring you 40 pages
monthly all about sea
kayaking, 10 times a year
(March through December)

**All this
for only \$22
(10 issues)**

Like to see a sample
issue? Just ask.

Subscription Order Form

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Send check for \$22 payable
to:

Atlantic Coastal Kayaker
P.O. Box 520,
Ipswich, MA 01938
(978) 356-6112
(Phone & Fax)

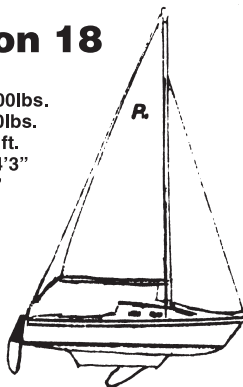


ALDEN OCEAN SHELL & STAR
APPLEDORE POD
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave., Noank, CT 06340
(860) 536-6930

Precision 18

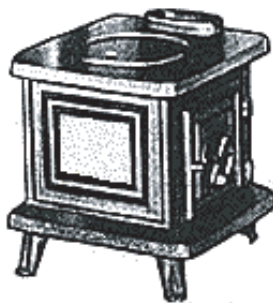
Displacement 1100lbs.
Ballast, Lead, 350lbs.
Sail Area 145 sq. ft.
Draft, Bd. Down 4'3"
Draft, Bd. Up 1'6"
LOA 17'5"
LWL 15'5"
Beam 7'5"

15' C.B.
16' B.K.
18' - 21' - 23'



FERNALD'S MARINE
291 High Rd., Newbury, MA 01951
(978) 465-0312

TRADITIONAL MARINE STOVES



CAST IRON
PORCELAIN ENAMELED
WOOD BURNING
HEATING & COOKING
COMPACT

**NAVIGATOR
STOVES**
409 Double Hill Rd.
East Sound, WA 98245
(360) 376-5161

The Launching of *Elf*

By Geoff McKonly
Philadelphia Woodenboat Factory

Steve and Meg Nagy of Pipersville, Pennsylvania, found the Herreshoff Buzzards Bay 15, *Elf*, on Martha's Vineyard, Massachusetts. Steve has owned a Herreshoff 12½ for several years, which he is currently selling now having made the move up to a Buzzards Bay 15. His love of Herreshoff is only getting stronger.

The boat had not seen the water for ten years and had sat outside. It was in need of a complete restoration. Nat Benjamin had surveyed the boat and, being on Martha's Vineyard, Gannon and Benjamin were the obvious choice to get the hull restored before the voyage back to Pennsylvania. In the spring of 2005 the hull was finished, being restored by Gannon and Benjamin, and was brought back to Bucks County.

Steve has taken several classes at Philadelphia Wooden Boat Factory from Beginner Boat Building to advanced classes building a Catspaw Dinghy. The Factory talked to Steve over the summer about completing the restoration of the boat for a 2006 launch. The decision was made to hold a class in the fall of 2005 to complete the majority of the wood working.

The major projects undertaken in the class were the completion of the deck and the cockpit floor. Having a Herreshoff in the shop was a great opportunity for Philadelphia Wooden Boat Factory. It is rare to have a restoration project that has so much to teach those that work on it.

The Buzzards Bay 15 was originally designed by Nat Herreshoff in 1899. *Elf* was built by the Herreshoff Manufacturing Company in 1916.

It still has me in awe and wonder to think about some of the construction features employed by Captain Nat. The boat is built lightly at a time when vessels were overbuilt. It is a working example of the scantling research that Herreshoff did to develop his rules, still in use today. We were fortunate to have a structural engineer as a volunteer completing some of the work on the boat. Fortunate because some of the things we scratched our heads about he helped us understand how amazing the features were.

One example of Herreshoff's genius exhibited on the Buzzards Bay 15 is the function of the cockpit coaming. Typically coaming construction is for it to decorate the interior edge of the cockpit on top or inside of the deck framing. Herreshoff decided to do without the deck framing and use the cockpit coaming to support the deck in the cockpit.

In the work that the Factory did completing the restoration, the biggest challenge was working within the elegant simplicity of the design. No excess exists in the Buzzards Bay. No way to hide something less than perfection. The boat was launched on July 15 in Swan Creek, Maryland, on the Chesapeake Bay.

Sailing the boat is a bit like making a bevel fit perfectly. It is the feeling of knowing that all is right with something. The boat moves powerfully through the water. Unaffected by waves the water seems to part to allow the boat to pass through.

My Quest For The Ideal Boat

Part 5

By Bob Davidson

I came to the conclusion that, even for a specific person, one's idea of an "ideal boat" changes over time depending upon one's experiences and preferences at a given stage in life. After about 50 years of using and owning various different boats, I have concluded that there are a number of things that are important to me in determining what my "ideal boat" should be at this stage of my life. In addition to my experiences, I have read several books to help me decide on the best boat for me.

The first book I read on the subject was John Gardner's *The Dory Book*. That gave me some understanding about the design of small boats, especially those used before the internal combustion engine. This book, along with Gardner's *Building Classic Small Craft*, gave me an appreciation of traditional boat designs and how their refinement through many years resulted in boats that were efficient to row, a pleasure to sail, and beautiful to look at. It became clear to me that very often the most seaworthy and efficient hulls were also the most aesthetically beautiful. Looking at it from this perspective, I came to the conclusion that the introduction of the outboard motor, and the subsequent desire for fast planing hulls, resulted in boats becoming somewhat uglier and certainly less efficient for rowing.

I became intrigued by the St. Pierre Dory that John Gardner described in *The Dory Book*. I think it would be fun to own one, but it is really too big a boat for me. The Whitehall that Gardner described in *Building Classic Small Craft* seemed to be closer to fitting my needs. I also studied Kenneth and Helen Durant's book *The Adirondack Guide Boat* and got to actually row one of those fine boats when Steve Kaulback offered demonstrations at the No Octane Regatta in Blue Mountain Lake, New York. I really like the Adirondack Guideboat and I would like to own one someday, but one drawback is that it has no provision for sailing.

Another book that I found very useful was Phil Bolger's *Boats With an Open Mind*. There's a lot of food for thought in that one. I was especially interested in his Cruising Rowboat since the design seemed to be able to bring one safely through just about any weather encountered.

I determined that my ideal boat must be trailerable and easily launched and retrieved by one person. It should be capable of poking in and out of very shallow waters. At the same time, it should be a good rowing boat. After using many boats, some with many horsepower and others with one-person-power paddles and oars, I have settled on a good pair of rowing oars as the best all-around form of locomotion for me. I would also frequently like to be able to use a sail, but I do not want a sailboat that I cannot row. Although I would like a sail, I want to avoid having standing rigging. I would like to be able to easily step the mast and take it down while on the water, to allow easy passage under low bridges.

The more experience I gained using my various boats, and the more I discovered about myself and what I wanted to have in my ideal boat, the more the "Alaska" design seemed to be the ideal boat for me at this stage of my life. I had been thinking about this boat design ever since I first read about it in the August 1, 1995 issue of *Messing About in Boats*. The more I studied the study plans, the more perfect the boat seemed to be

for me. I realized that there would be a lot of work involved in building it and it would require a great deal of patience on my part. I decided that it would be worth it though.

It was clear to me that the designer had incorporated many small, but important, design features that only one who has actually used such a boat would think to include. One important example is a well-designed compartment for stowing the anchor and ground tackle. Most boat designs I have seen don't even mention anchors, let alone design a place for them. My experience is that an anchor and ground tackle is a very important piece of equipment on almost any boat and I appreciated the fact that the "Alaska" design had included a well thought-out stowage place for the anchor and ground tackle. In fact, the study plans also included a detailed diagram and description of the best way to anchor the boat that took into account the changing tide and the need for the beach cruising sailor to get to shore and back out to the boat again.

Another important design feature that appealed to me was the inclusion of plenty of tie-down places so any gear aboard could be tied down securely while still leaving plenty of foot room to move around the boat. Floorboards, provision for pumping out bilge water, and several features that enable camping aboard made it clear to me that the designer had experience with such things and fully expected the boat to be used for voyaging and camping while keeping its passengers dry and comfortable.

I seem to have come almost full circle from the time when I was about seven years old rowing a flat bottomed skiff, except

"Alaska" is a boat that is truly designed for rowing. It is based on a modified Whitehall hull design. These hulls were developed to perfection in the late 1800 and were among the most efficient rowing boats available. They were not bad at sailing, either. Reading what John Gardner had to say about them in *Building Classic Small Craft* got me even more interested in the design.

The "Alaska's" sail rig also appeared to meet what I was looking for as well. It has two masts, each with a standing lug sail. The mizzen also employs a sprit boom. Both masts can be stepped and taken down while afloat and no standing rigging is needed. The standing lug rig provides the advantage of plenty of sail area to catch the wind while maintaining a low center of effort to minimize the risk of being knocked over in the unballasted hull. All masts and spars can be stowed within the boat, without hanging over.

This boat appears to be the "ideal boat" I have been searching for all my life and I have committed myself to building it. I first had to take care of numerous other responsibilities before I could start and I realize that it will take me a long time to build it. It will require more patience on my part than I have displayed toward boats in the past but I believe it will be worth it. I have started constructing the "Alaska" design and I have given the boat a name, *Sea Dog*.

Perhaps some time soon I will tell you about my experiences building *Sea Dog*. Meanwhile, I plan to post my progress in building it on my website at www.bobsboats.com.

As I said at the beginning, one's idea of an "ideal boat" changes over time. By the time I finish building *Sea Dog*, my idea of my ideal boat may change. I am already giving some serious thought to building the Atkin & Company's design "Rescue Minor." Reading what Robb White has to say about the "Rescue Minor" he built and its performance in very shallow water has grabbed my interest. Perhaps my quest for the "Ideal Boat" may never end.





Osprey stormbound off the lee of Harwood Island in the Strait of Georgia. A typical anchorage along this coast, clearly pointing out the need for a self-tending hull form and a reliable mooring system capable of riding out the tides safely and taking the ground repeatedly without damage.

Somewhere in every cruising sailor's heart there is probably a "Cape Horn," but it's not always necessary to go very far or spend very much to find it. A circumnavigation of Vancouver Island or a summer cruise from Seattle to Anchorage can provide a lifetime of adventure for most, with the challenge of sailing a small open boat up a wild and rugged coast being every bit as exciting as a major ocean crossing.

Kayakers discovered this long ago, as did the "canoe clubs" of the past century whose members traveled far afield aboard small engineless yawls and came away with tales rivaling any world cruise in far larger vessels. Closer to our time, the remarkable voyages of Frank and Margaret Dye around the British Isles and Europe aboard their 16' Wayfarer certainly attest to the feasibility of making long coastal passages in small, undecked sailboats.

Of course, the allure of passage making is not for everyone. Many may simply prefer poking around creeks and estuaries or knocking about the local harbour with the option of camping aboard the occasional weekend, or spending a couple of weeks meandering through the countryside on a quiet river traversing a network of canals and locks. Either way, a well found small craft can provide the ways and means to fulfill the dreams and aspirations of many would-be adventurers who could otherwise never afford the time or money to do it any other way.

"Alaska" was designed primarily for beach cruising and long distance voyaging under oar and sail, though it would also make a fine day sailer. Modeled on the lines of the traditional American Whitehall pulling boat, it is a versatile and seaworthy craft capable of carrying considerable weight of gear and stores and able to take foul weather with reasonable safety and speed. It is meant to be trailered or shipped as deck cargo to the cruising grounds, and has provision for a small outboard motor for extended range.

Historically, the working Whitehalls of the past century were renowned for their seaworthiness and speed and were adapted to

18' Beach Cruiser "Alaska"

By Donald Kurylko

(As it appeared in the
August 1, 1995 issue of *MAIB*)

many uses, most notably as water "taxis" in the great harbours of Boston and New York. As crimp boats and runners, they ranged miles offshore in search of inbound sailing ships to solicit business for local merchants and chandlers or the infamous "boarding houses" that once lined the waterfronts. Competition was fierce and honed the performance and beauty of the type to a high degree.

At their zenith at the turn of the century, Whitehalls were probably among the most prominent watercraft of their kind in America, testament to their remarkable versatility and outstanding characteristics as rowing and sailing boats. Sadly, the coming of the gasoline engine cut their development short at about the time of the first World War and they went into decline. However, they are now enjoying a bit of a revival as more and more people come to appreciate this old, albeit highly evolved, type.

In adapting the Whitehall form to the rigors of modern day beach cruising, "Alaska" has been stretched a little to give the stem and stern a bit more rake than the usual plumb profile of the traditional Whitehall skiff, resulting in a more rounded forefoot that makes beaching a little easier. A wide flat keel, rather than the more common plank-on-edge type, lets the hull take the ground and remain upright without attention, rendering it virtually self-tending on a mooring that dries out with the tide, an important consideration for the voyager who may elect to camp ashore or need to leave the boat unattended for long periods of time. A replaceable, sacrificial, hardwood shoe on the bottom of the keel takes care of any abrasion from rocks and shells.

A deep daggerboard and rudder have been fitted for positive control in rough seas but can be replaced with a narrow centerboard and shallow draft rudder if much sailing is to be done in shoal waters. Either will provide adequate lateral plane, though the daggerboard will probably be more effective when sailing hard on the wind. The slot through the hull for the daggerboard can be plugged with an optional "short" board, trimmed flush with the bottom of the keel, to eliminate turbulence and drag when the deep board is not being used. The daggerboard case also encroaches a lot less upon interior space compared to a centerboard trunk. Both fit level with the top of the thwarts for comfort and convenience.

A flexible and efficient unstayed lug rig that stows all inbound when not in use provides plenty of power to keep the boat moving in the lightest airs, yet is easy to reduce when necessary. The mast steps are boxed, whaleboat fashion, and the masts are interchangeable to aid in stepping and unstepping the spars in a seaway. Modern fittings, such as sail track, adjustable fairleads, and camcleats are used where possible to assist in trimming and handling the sails.

Reefing can be accomplished in the conventional manner or by simply striking one of the masts and sails entirely and carrying on with the other stepped in one of the forward positions. The reefing sequence diagram illustrates the versatility of the two-masted lug and shows some of the reefing combinations possible for coping with weather.

If winds fail or schedules change, a small motor can be fitted to the transom to move Alaska along at 5-6 knots. The self-draining, watertight motor well was designed to accept the British Seagull 3hp model 55 outboard motor with a 20" long shaft. Though somewhat archaic, this is still an excellent engine for non-planing displacement hulls. It is simple, reliable, easy to maintain, and can take a dunking without serious consequences, a factor to consider when cruising in out of the way places.

In spite of the large sailing rig and the optional outboard auxiliary, it is likely that oars will remain the main source of motive power on any summer cruise, winds being as fickle as they are and fuel capacity as limited as it is.

Under oars, "Alaska" can easily maintain 2-3 knots with one person rowing and the other steering and resting. Except for short bursts, it's not worthwhile for two people to row at the same time unless, of course, there are three in a crew. To encourage rowing as much as possible, custom oars, oar locks, and oar lock sockets have been designed to maximize efficiency and minimize fatigue over long distance pulls.

Inside, the boat is laid out in the conventional manner with three rowing stations and a stern bench, but unlike most rowboats where the thwart risers follow the sweep of the sheer, "Alaska's" thwarts are laid out along a single, flat plane to allow for the fitting of removable longitudinal thwarts. These thwarts are temporarily fastened in place and are intended to be used only when cruising. They are hinged to open so that all loose gear can be lashed underneath them and out of the way in waterproof bags and containers, leaving a clear, open space above for tending the boat.

They also provide an enormous sleeping area, unheard of in most small beach cruisers, where the crew is usually forced to sleep underfoot on the floor boards amidst a clutter of gear and rigging. This "berth," on the other hand, will make the boat most habitable at anchor or underway when the crew off watch may need to rest.

A good boom tent is also an indispensable item for the beach cruiser. Camping ashore is great but not always possible or even desirable, so a boom tent with a workable sleeping arrangement goes a long way towards making the cruiser self-sufficient and independent. To accommodate a boom tent, small deck areas with low coamings to deflect rainwater have been added fore and aft, along with an extra mast step through the after deck for the mizzen. The tent is then set up from a rope tied between the mizzen and the main masts, providing a snug and dry place out of the weather for the crew.

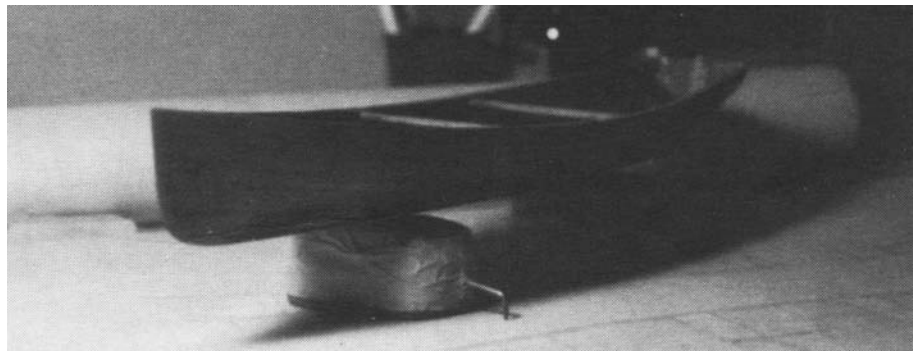
A secure two-point mooring system, developed from experience cruising on the Pacific Northwest coast, will assure that "Alaska" stays put at anchor no matter what the weather may bring. It consists of a clothesline-like traveler on an endless loop that runs from shore out to an anchor and buoyed rode that permits the boat to be hauled in or out from the beach regardless of the state of the tide with little possibility of the rode fouling the anchor or dragging. When the ground tackle is not required it stows neatly out of the way under the teak grate forward with plenty of ventilation to keep things sweet.

Stout eye straps are through bolted to the keel fore and aft so that hoisting gear can be hooked into the boat for hauling out or lifting aboard larger vessels. A specially made-up sling can be carried for this purpose when it might be possible to hitch a ride on the deck of a friendly fishing boat or a small coaster heading for some distant or inaccessible cruising ground.

In a hard chance, positive flotation is taken care of by foam blocks fitted under the thwarts and in the ends of the hull. This, coupled with the extra buoyancy added by



The 17' Whitehall Osprey, "Alaska's" prototype. Many of the features incorporated into this new design grew out of the experience and insights gained in building and voyaging in Osprey.



The flotation model of "Alaska". A quick and easy way to assess the characteristics of a new design without the added time and expense of full size construction.

Drying out and repacking after a storm. The amount of gear that can be carried in a Whitehall of this size illustrates one of the principal advantages of using traditional pulling boats for cruising: They evolved as "carriers" and can easily handle extra weight without adversely affecting performance. Because of the uniqueness of their underwater lines, they don't necessarily become slower when burdened down, just stiffer, thereby enhancing their seakeeping qualities and sailing ability considerably.



watertight stowage bags lashed inside, should virtually guarantee unsinkability.

There are plenty of tiedowns built into the structure so that everything can be well secured in case the worst happens and the boat does capsize. That way the crew can tend to themselves and righting the boat without having to deal with loose floating

gear, especially if hypothermia in cold water is a serious consideration.

Though a bucket is an effective device for bailing out a swamped boat of this size, dual bilge pumps have been fitted to take care of any water that comes aboard under normal circumstances. They are through bolted to the thwart webs aft, within easy

reach of the helm, and are operable on either tack, or from overboard if required. With a well practiced crew, "Alaska" will not be difficult to right or bail out quickly and is, for all intents and purposes, self-rescuing.

Construction is epoxy glued strip plank-ing over laminated frames and longitudinals and was chosen specifically for home building. This is a very forgiving construction method that is well suited to the abilities of most backyard boatbuilders. It is clearly laid out in the many excellent books on boat building available today and can result in an attractive and functional craft at reasonable cost.

"Alaska" is an attempt to rekindle the adventuring spirit of the past and inspire a new generation of open boat voyagers. Based on my own experience and that of others in similar boats, I have endeavoured to design "Alaska" to meet the requirements of the modern day cruiser and builder and to incorporate features into the boat that would make voyaging, or just plain day sailing and rowing, an enjoyable, exciting and safe experience.

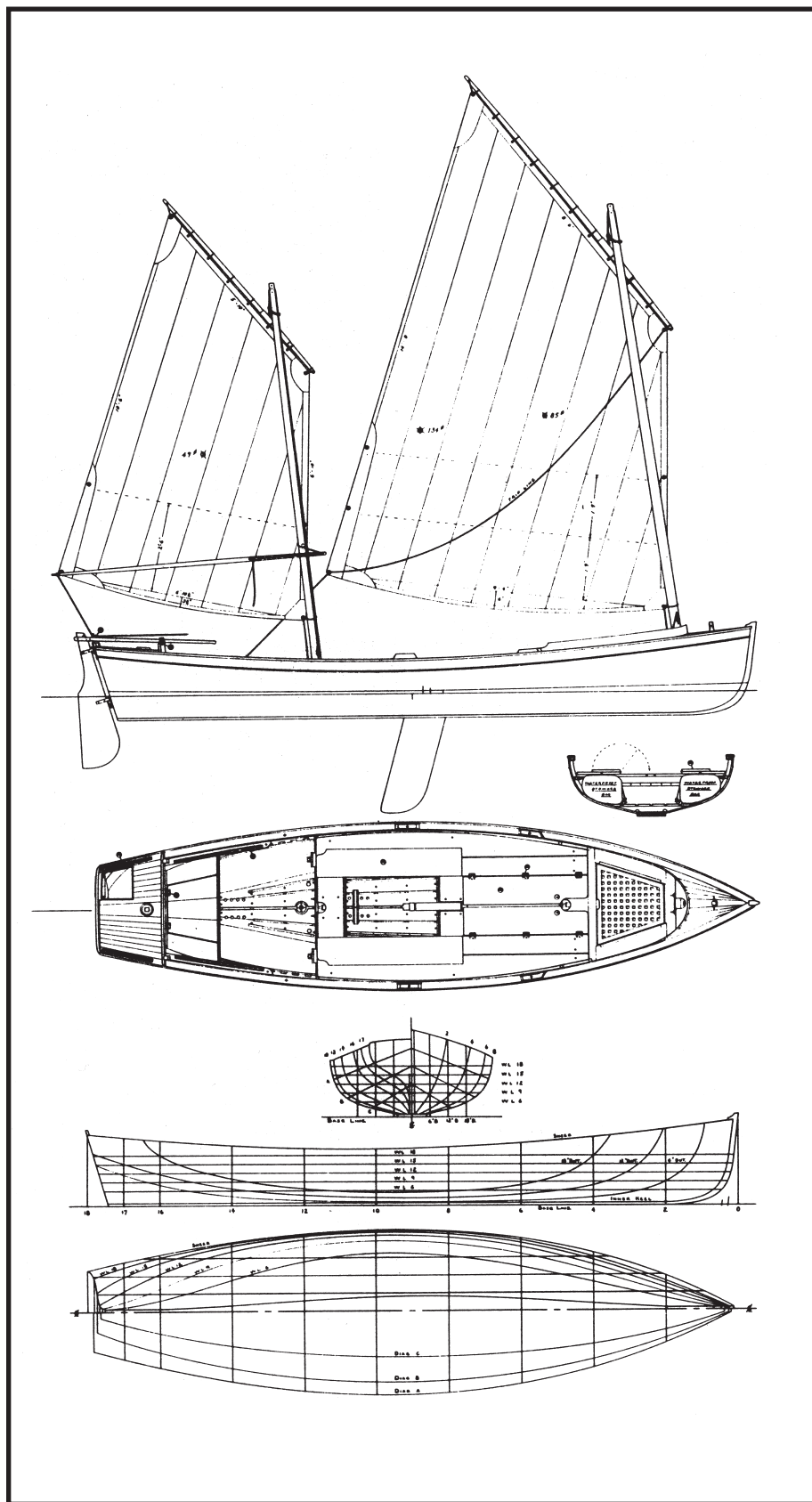
SPECIFICATIONS

LOA	18' 1"
Beam	4' 6 1/2"
Draft at max. load (wl-9)	
Board up	0' 8"
Board down	3/3"
Displacement	
Max. load (wl-9)	1,100lbs
Light (wl-6)	425lbs
Approx. hull weight all up	300lbs
Sail area	
Total	134sf
Main	85sf
Mizzen	49sf

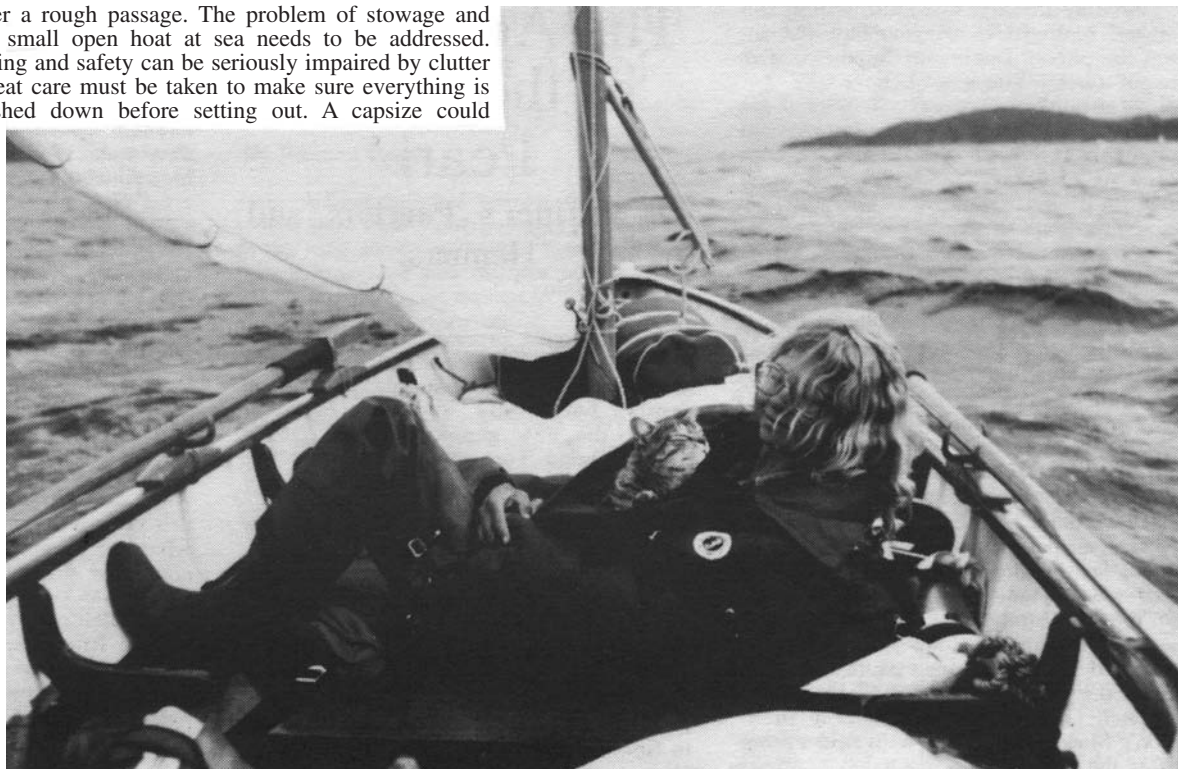
Complete building plans drawn to a scale of 1"=1'-0" include the following:

1. Sail and arrangement plan
2. Lines and offsets
3. General construction plan
4. Spar, oar, and joinerwork plan
5. Custom oarlock plan (full size)
6. Text and illustrations detailing:
 - a. Sails and rigging
 - b. Reefing sequence
 - c. Oars and oarlocks
 - d. Boom tent arrangement
 - e. Anchoring system
 - f. Building schedule
 - g. Construction specifications
 - h. Misc. details

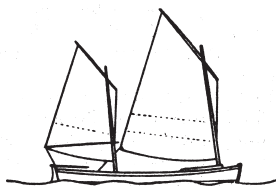
D.H. Kurylko Yacht Design
317 Gore St.
Nelson, BC V1L-5B8, Canada,
(604) 352-2750 (in 1995)



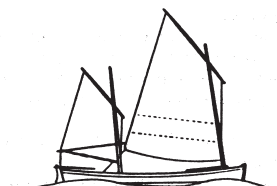
Sniffing for land after a rough passage. The problem of stowage and accommodation in a small open hoat at sea needs to be addressed. Obviously boat handling and safety can be seriously impaired by clutter and loose gear, so great care must be taken to make sure everything is well stowed and lashed down before setting out. A capsized could be disastrous!



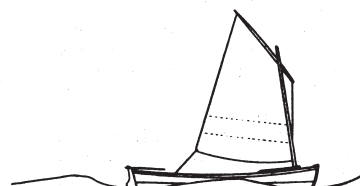
REEFING SEQUENCE FOR SUMMER SAILING CONDITIONS: BEACH CRUISER "ALASKA".



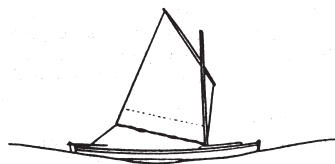
FULL SAIL 134 SQ. FT.
FORCE 1-3 WIND 1-10 KNOTS
LIGHT TO GENTLE BREEZE
SMALL WAVES



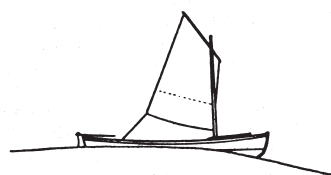
REEFED MIZZEN 118 SQ. FT.
FORCE 3-4 WIND 7-16 KNOTS
GENTLE TO MODERATE BREEZE
FREQUENT WHITE CAPS



FULL MAIN 85 SQ. FT.
FORCE 4-5 WIND 11-21 KNOTS
MODERATE TO FRESH BREEZE
EXTENSIVE WHITE CAPS



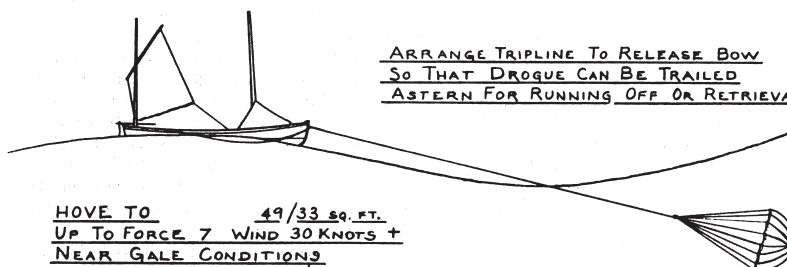
REEFED MAIN 69/54 SQ. FT.
FORCE 5-6 WIND 17-27 KNOTS
FRESH TO STRONG BREEZE
EXTENSIVE WHITE CAPS/SPRAY



FULL MIZZEN 49 SQ. FT.
FORCE 5-6 WIND 17-27 KNOTS
FRESH TO STRONG BREEZE
EXTENSIVE WHITE CAPS/SPRAY



REEFED MIZZEN 33 SQ. FT.
FORCE 7+ WIND 33 KNOTS
NEAR GALE TO GALE FORCE
LARGE WAVES/SPINDRIFT



HOVE TO 49/33 SQ. FT.
UP TO FORCE 7 WIND 30 KNOTS +
NEAR GALE CONDITIONS
EXTENSIVE WHITE CAPS/LARGE WAVES

ARRANGE TRIPLINE TO RELEASE BOW
SO THAT DROGUE CAN BE TRAILED
ASTERN FOR RUNNING OFF OR RETRIEVAL

The Best of Robb White
1997–2000

The Sailing, Commercial Fishing Felluca Bullet

By Robb White

(Robb introduced us to his favorite little sailing double ender in the March 15, 2000 issue)

I have been building a little sailboat for over a year now, which is unusual for me since I am able to throw them out like McDonald's does french fries, well, three or four a year anyway. The reason this one took so long is that it was intended as a non-profit job (unlike all the others which are intended as get-rich-quick jobs) and had to be set aside while paying work was going on.

After I finished the hull, it had to hang in the ceiling of the shop as out of the way as I could get it. It turned out not to be quite out of the way enough. I have a bunch of creases in my skull where I clipped the bronze cut-water or the sternpost guard (it is a double ender) while I was staggering around trying to work. I actually launched the boat on 9/9/99 just for the hell of it but it was Thanksgiving weekend before I had time to rig and sail the little thing.

It is 12' long by 54" wide, another one of the little sailing double enders that I love so much. It is a funny thing how people react to a double ended boat. Some say, "Oh, what a nice little strip-planked canoe." "That thing sho is build flimsy for a pirogue," remark others. I have even heard, "I see you have a peapod theah," from one or two. Some of them get downright pedantic about it and want to say "stem and post."

Well, it ain't none of those, it is sort of a fellucca, like in the photograph by J.P. Shaw in Chappelle's *American Small Sailing Craft*. It is mine and I can call it whatever I please. I am already very fond of it and the thing I like best is that it can't burn any gas. I hate to burn gasoline. You know how some people become crazily obsessed when they get old. I think that might be my thing. "If the Almighty had meant for us to burn gas," I'll say, "he would have put a Piezo sparker on our tailbone."

The boat is built by our standard method. Quarter sawn tulip poplar planking (only $\frac{1}{8}$ " thick on this one) with all the planks pre-formed and heat sheathed on both sides with epoxy and fiberglass so that the sheathing extends between the laps making a six ply wood glass laminated stringer at every plank edge so it's a light, strong boat. Though the hull weight of this one is only 40lbs, a big, fat man (I ain't going to mention any names) can stumble all around on the thin planking even without the full, tight fitting floorboards. The construction method is about the only thing "standard" about this boat though.

For one thing, it is built as a commercial fishing boat. When I was in college (y'all didn't know that did you?) I worked my major field in the vague direction of



"Fisheries Biology" so that I could use my scrambled genius to help feed the multitudes from the vast resources of the sea. Just about the time I was getting ready to top it, the knob on the higher and deeper part, I realized that advancements in fishing technology were already doing too good a job eliminating what little was left from all those centuries of overfishing by primitive means and that the fishermen sure didn't need any help from me.

I switched to oceanography to try to help the other side. Before long, I realized that the best way to do that would be to leave the poor critters alone. I have never gotten over the commercial fishing itch though. I think that, like hunting and subsistence farming, fishing for a living is a natural thing for people to do and all this abstract fooling around we do now just ain't satisfactory. That's why people act so silly. If there is no point to what you do, you might as well become a consumer.

Because my peculiar notions won't let me hook up a bottom trawl behind my old Navy Motor Whaleboat and pull all night long to catch ten pounds of shrimp and kill hundreds of pounds of "trash," I decided that a throw (cast) net was the only acceptable way to fish commercially. At least you can turn loose anything you don't want without hurting it real bad. My mother taught me how to throw when I was a child and my fascination with the thing has stayed with me all my life. She used to raise free range chickens. They could fly like quail and roosted way up in the top of tall pine trees. It might seem to some that it would be impossible to harvest such livestock until you saw her step out from behind a baited bush with her throw net.

I don't want to brag, but I have become so good that all the fish in the sea are just my free range chickens waiting for me to come throw that net over them. I have thought about going commercial for a long time. Certain feasibility studies have proven that it is a viable option for me, too. This felucca is the end result of a lifetime of research.

What I figured to do was to catch enough fish to pay for the gas to maintain my forked life style, the one where I build boats half the time and research boat performance the other half. My old V8 burns about 13 bucks each round trip. That's only six or seven \$2 fish, easy money for an ace like me. The only thing wrong is that I have now decided that I don't think it is right to sell any kind of wild thing. I wouldn't want to impose my notions on anybody else, but I feel that if you want to eat a wild fish, you ought to get off your dead ass and go catch you one and you ought not to catch any more than you need either. I sure am not going to do it for you, but I can build a capable boat and play like I would if I want to.

I have made three trips so far. The first time I went by myself just to see how the boat worked. It is sort of outlaw rigged. For one thing, it is the first sliding gunter rigged boat I have ever built. I make a fetish of a big sail area with spars short enough to stow in the boat and the best way I have found to do that is a sprit rig with the sprit and mast the same length. Such a thing is hard to reef while you are in the boat, though. The way I have been working it is to snatch down the sprit when it breezes up and limp ashore with the peak of the sail flopping on the lee side (scandalized) so that I can stagger all around the boat to put in a proper reef.

The places where I will go in this little boat aren't conducive to this kind of fooling around, though. My collaboration with Stuart Hopkins (Dabbler Sails) convinced me that a full-battened, Rushton-style batwing canoe sail is the trick, and he was right. This sail is 85sf with a mast just barely able to stow from stem to post but with the yard and boom considerably shorter. Reefing is so quick that the time the boat is luffing is too short for it to drift back on one of the close together oyster bars I have been working in. One cute trick is to snatch the halyard loose, drop the butt of the yard to the thwart, catch the top horizontal batten with my hand and, using that grip as the sheet, ease close hauled almost dead upwind to the landing place without ever leaving the tiller.

That's another peculiarity, the tiller. For one thing, it has an extension that screws on with a take-down pool cue joint. This extension is used when there is only one person in the boat. There is a gaff hook that screws on the extension handle in case I catch a big cobia (ling, "cobio" around here). They like to hang around crab traps and things. They are picky eaters but don't know what to make of a cast net, ain't got no destructive teeth so they can't bite a hole in it, and they are big enough to cut into steaks and cook on the grill.

The places I like to fish are places nobody in their right mind would go. Apalachee Bay is full of them, too. The shoreline is so convoluted with little creeks and bays that it's actually hundreds of miles longer than it looks like it is. The only trouble is that most of the places are so shallow, rocky, and full of oyster bars that it is dangerous to get out of the channel. Even a jet ski don't like too many oyster shells in the impeller and such shallow water is certainly no place for an outboard motor. If you know where you are and have a very light boat, the shoreline between Apalachicola and Crystal River is a fascinating place.

A little, light sailboat works best for us but it has to have a good retractable rudder. This one works by a little cable to the tiller. Pushing down on the tiller pulls the rudder blade down, when it comes time to cross a bar, a lift of the tiller lets the rudder float up and decreases the draft of the boat instantly to 5" or so. The rudder is balanced with a good bit of blade ahead of the gudgeon holes when it is down. That lets it act like a keel so it pulls the CLR back and you can feel it eliminate the weather helm when you push it down. One hand on the tiller, the other on the daggerboard, the sheet in the teeth, look out chickens, here I come.

Another peculiarity is the auxiliary propulsion. It is essential in places like that for the boat to be as light as possible so it can be carried or dragged with all its gear. Oars are heavy so this boat is made to be paddled. It is a strange rig. When I am by myself and there is no wind, I pole or paddle with a long, light (6', 12oz) paddle while I am standing up straddling the spars and sail. When I am with my wife or one of these children, I slip the spars over the stern until the heel of the mast will go under the bow thwart (way up front over the mast step). That frees up the thwart so my wife can perch up there and paddle with a double paddle. I push the head of the mast and the sail off to port and sit on the starboard side of the stern thwart and steer (I tried to paddle, but my wife is so effective with that double paddle in the bow that I wasn't accomplishing anything but drag).

The spars are all hollow, octagonal, tapered both in diameter and wall thickness and very light. The whole bundle, mast (11'8" long x 2 1/4" diameter x 19oz) yard, boom, sail, rigging, and cover only weighs 5 1/2 lbs. The double paddle and the stand-up stern paddle are also hollow octagonal and all. The stand-up paddle as an experiment has a wall thickness that tapers to only 1/16" at the shank down by the blade and up by the knob, ain't broke it yet. The double paddle is a reject where I tried to brand the logo onto the wood after it was fiberglassed and made something that looks like the tattoo on the first naked woman I ever saw in my life (down on State Street in Chicago while I was in boot camp. I was country come to town). Another weird thing is the daggerboard and there is more than one weird thing about it. For one, the case just sticks up in the middle of the boat through the floorboards without any visible means of support. It ain't but 8" wide so one of us can straddle it as we sit in the bottom of the boat (the usual sailing position). I found out a long time ago that it takes a lot less to break a daggerboard off (I have a spare) than it does to hurt the case if it is just glued to the bottom and the two sawn floor "timbers" fore and aft of it.

On the bottom of the boat there are our usual little Bemouli principle venturi bumps alongside the slot to pull the water out of the case. It works well. When you are running downwind with the daggerboard out you can see the water run out of the case when the boat begins to move. When a boat is towed at planing speed, air is sucked out of the slot and makes a white streak in the water like the exhaust wake of an outboard motor. I would put a drain plug in there to bail the boat but our daggerboards are so thin (3/8" quarter sawn, epoxy fiberglassed ash) that it would have to be too little to do any good.

The daggerboard also pivots fore and aft to adjust the center of lateral resistance. I don't like an out-of-balance boat with a hard weather helm. A rudder dragging hard over in the water ruins upwind performance worse than most anything. Some little light boats don't like to come about into a head chop if they are balanced without weather helm though. Just a tweak on the pivoting daggerboard swings the tip forward to make this boat snap right around. As a matter of fact, I have never sailed a boat that will quick tack like this. I guess an Optimist pram or a Nutshell might do it as quickly.

The fully battened sail seems never to stop working. There is no true backwinding of the luff at all, just a little ripple as the bow passes through the eye of the wind, then the battens pop over, then the boat is boogying along on the other tack. It almost seems as if, when the battens snap to the other side, they flip the fabric enough to give a little extra push, but that's probably just my imagination. Whatever it is, the boat doesn't even quit sizzling when it whips over. It just instantly crosses the wind.

The first trip was to the old St. Marks river mouth. The tide is stiff up there in the bight (for Florida) and there is always a strong current. Everything worked so well that I was sailing up in the nooks of the bars to get as much as I could with each tack. That's the up current nooks now. I would tack just at the last minute before the daggerboard bit the rocks.

Once I saw a little Bahamian sloop (*Princess Diana*, maybe 18') in man-o'-war

tack, hell for leather, through the moored fleet in that little hole just to show those people what a sailboat could do. He was a sailor. I also saw a young kid tack a real Herreshoff 12½ that same way all through a damn nest of fools waiting inside the bridge at Stuart, Florida. He was a sailor, too, arrogant little squirt, had them standing up, chirping and squawking, in the cockpit with their gin and tonic in one hand and the boat pole in the other ready to fend him off. Of course, those two show-offs had those old heavy boats that carry their way so good you can change your mind three or four times in the eye of the wind and still tack on around.

This little boat is so snappish that when I change my old, slow mind it looks like I know what I'm doing. Anyway, I beat up the river with the tide (ain't nothing like three or four knots of help to make windward work go quick). When I got to the straight stretch before the confluence of the St. Marks and Wakulla rivers, I latched her down to make my sardine sandwich. Just about the time I got my bread laid out on the thwart and was peeling my onion, a tug with two empty barges came out of the St. Marks River from the power plant pushing a wall of water against that tide (New Orleans boat, ain't no St. Marks boats running any more. They'd have waited and rode the tide out, then you have to haul ass to steer but it don't last long if you can keep from digging up too many oysters). I had to slip over behind a bar, out of the current, and heave to to get away from him in that narrow channel.

There I made another discovery and my sandwich, too. The little boat hoves up so neatly. It never actually falls off the wind enough to move. I guess it is the way those battens hold the belly in the sail. When it luffs up, it only stays there a second or two before dropping off and it doesn't fall off but just the tiniest little bit. It is hard to see that it does anything but sit stationary. I was in a narrow little place and the boat just laid to for ten minutes while that tow passed. I couldn't tell that I moved at all, not even when the wake went under us. Pretty good little gusty breeze of wind, too. It is really unusual in that respect particularly for a keel-less daggerboard rig.

After I ate my lunch I dipped up a handful of water and rinsed the mustard out of my whiskers and eased the sheet and turned up into the tide behind the tug. I passed him, too. I could hear those two puny little out-of-synch 16-V-71's bleating like the barges were aground as I wove back and forth in the shallows between the bars, manipulating my retracting rudder like a pro to stay out of the current. I could see the redfish on the bottom as I tore past. I had debated about maybe tying that last line of reef points because it was breezy and I didn't know what the boat would act like going dead downwind and sure didn't want to have to do anything wild in that little maze of short water and sharp rocks and oysters out of the channel, but again there was nothing to worry about.

Though I had my lizard on the rail ready to vang the boom down, something, either those battens or my slightly aft of the mast gooseneck downhaul, kept the sail from lifting and yawing the boat. Stuart's cut of the panels might have had something to do with it maybe since there is no way to snatch much bias, they can't work up enough elasticity together to lift the boom in any kind of synchronous way. Anyway, not only did it

boil along dead downwind without trying to yaw at all, the head of the sail didn't twist.

I pulled the daggerboard out and retracted the rudder and whipped all between those fishing boats and bars like a ricochet. Sometimes the water was so shallow I could hear the oyster shells rumble under me from the disturbance of my passing. When I whipped by one big, anchored boat with ten thousand bucks worth of outboard motors on the stern, I heard one fisherman say to the other, "You know he just went by heading up the river, now here he comes back. How the hell he do that? Ain't got room for no motor. Look at him sitting right there in the damn bottom of the boat. Old man, too, must be some kinda Yankee not to know you cain't go up in there where he at in no boat."

The next trip was the day before Thanksgiving. My wife was off and we went to St. Marks early. Since the wind was NE (one reef's worth) and the tide was rising we decided to beat up the river, catch a few fish just before the turn of the tide and fly back out with a fair wind and a fair tide. We messed around the bars of the river until we found a good looking one where we got out and ate our lunch. About halfway through I heard a mullet jump so I got my net and made one throw. The net was full of fish as I pulled it in and in the clear water I could see a small shovel nosed (bonnet-head) shark just before he cut out. I also saw some mullet run out the hole after him and the flash of at least two redfish.

I was mortified until I realized that something was still snatching in there, five big sheepheads, one of my favorite fish, the fillets fit the pan just so and lie flat, too. By the time we got loaded up to go, the tide had turned. We swept down the river like Beelzebub was on our tail. When we got to the mouth of the little dredged channel that leads to the Federal Wildlife Refuge boat ramp, some dogflies came in the boat with us.

I had intended to beat up the narrow channel to the ramp, but before I had made the first short tack my wife had dropped the sail, snatched the mast out of the hole, planted her stern in its place, and was violently attacking the water with the double paddle. She does not like to be eaten up by dogflies and it was all I could do to hang on back there in the stern. Though it was a no-wake zone, she was rolling the fiddler crabs off the mud up into the grass. In case you don't know, dogflies look just like house flies but instead of that little foot looking thing on their proboscis, they have something that works just like a power driven square mortising chisel. They are just as smart and hard to kill as a regular fly but they bite like something blowed off a cutting torch and they are relentless. I ain't real crazy about them myself.

The next trip was the day after Thanksgiving. The crowd had et up all my sheepheads but I had the hole in my net tied back up and was determined to catch enough fish to tide me over until my wife sent her schoolchildren home for Christmas break. I am apt to catch the gout (have to take that allopurinol) and can't eat much red meat, so fish is one of the staples of my diet. Usually I can catch a few freshwater fish right near the shop, but the drought is so bad (worst since 1957) that all my little honey holes are dried up and I have to go to the coast.

We took off early and when we put in the tide was falling. I made a few fancy little short tacks in between the bars trying to get

up the river to one of my low tide holes but, though it was fun, we were swimming in the same place the whole time. Finally my wife, without a word, dropped the sail, pulled the mast out of the hole, planted her stern where it had been, and began to attack the water with that double paddle (don't ever let an independent minded woman get hold of a double paddle if you really don't want to go somewhere is my advice). Pretty soon we were way back in the wonderful maze of oyster bars, shallow water, and deep holes east of the main channel (called "East River" on the chart).

The lower St. Marks is formed by the confluence of two short, spring-fed rivers. One, the Wakulla, is the product of the highest volume single spring in the world. The whole business, except for a scattered, thin, overlay of mud, sand, and oysters is solid limestone. I believe that when the glaciers melted at the end of the last ice age, the St. Marks was not big enough to handle all the water coming lip out of the cave springs and it ran all out through the woods and scoured out the East River. Now it is a strongly tidal bay with holes and rocks that give evidence of a violent past.

Whatever it is, if you can get back in there at low tide, whoooo. I caught six mullet, two big redfish (red drum), and three speckled trout (spotted weakfish) before I caught me another sheephead, all that in two throws of the net. I turned all but one of the redfish and two red-ro (gravid female) mullet loose. I kept them and my sheephead. If you don't believe fried red-ro is good to eat, give a banana-sized piece to a baby, then send him (or her) home to her (or his) Momma.

The sail sets beautifully in all conditions. It is an heirloom. There is never a wrinkle anywhere. The peak does not wash out to leeward at all, either close hauled or off the wind, reefed or all-up. The airfoil (draft?) stays perfect under all conditions. It has the same shape as a pelican's wing, a wonderful thing to fly through the sky. Stuart Hopkins and I decided to make the sail out of the lightest possible dacron, 2.5oz, the same as for an Optimist pram. I know it was hard to keep that light fabric straight under the needle for every one of those battens, but it was worth it. I think that's why it flies in the air so well. When the sail is reefed the battens keep it straight and because of that and the lightweight cloth, the bundle at the bottom is very small and I know that helps the windward performance of such a small boat.

There are two epoxified and fiber-glassed octagonal wood cylinders (they look like wooden coffee cups) which slide on the mast and carry the yard. I call it a Stuart Hopkins rig. The top cup has a hook that engages rigidly to the yard. This cylinder is the attachment point for the halyard. The other coffee cup pivots at the heel of the yard, holding it straight with the mast. The yard slides up and down the mast like it was greased and stays right at both reef points without having to fool around with double halyards.

Because the two cylinders are attached rigidly to the yard, it stays lined up with the mast just so, even in gusts, follows the sail around exactly. I fudged the mast a little bit to anticipate the backbend so it has an easy to see curve toward the bow when it is sitting still. I even had sense enough to mark the front and back by using one of the sides of

the octagon with a little sapwood to show the front. Too bad I didn't put it at the bottom where I could see it without my glasses.

To wrap it up (finally), the little boat is better than I ever hoped. It is fast, stable, and weatherly, easy to sail, quickest to rig, reef and tack that I ever saw. It is even dry. I

hoped it would be because I have built that kind of bow on skiffs before. It doesn't seem logical to some, but a wide bow does better if it only has a little hollow just at the forefoot, not all the way up the side in a "flare" to peel the water up high so that it blows back in the boat. That might work for boats that are big enough to hide behind, but with little boats it is best to hit the waves with something convex so that the bow sort of foams through instead of cutting up a hell of a sheet.

This is the bluffest bowed sailboat I have built, though, and a side effect that I hadn't anticipated is the sound of it. It sort of makes a rushing, roaring noise, not the lapping, slapping sound of a sharp lapstrake bow. When it is going good and the sail is pushing the bow down and I slide back to keep the sheet from lifting the stern, everything gets very steady and the roaring up there sounds mighty good. Reaching or on the wind, she just lays one of those fat cheeks

down on the water and snoozes. It ain't hard for somebody as easy to fool as me to look at that bluff bow forging ahead and see myself in a 16th century ship's boat in the middle of the endless wilderness. Dang, I wish I didn't have all this work to do, but I do need another one of them sheepheads.

Sidebar: Sheephead are fish that hang around pilings and oyster bars. They eat barnacles (which are actually shrimp who live in little self-made houses, stuck by their heads, and kick food into their mouths with their feet) and oysters. Sheephead (say "sheep-heads") eat good and rest comfortably. They are shaped like fresh water bluegills, but much bigger, and with that sheephead face. Their black and silver vertical bars are easy to see but they are hard to catch. They have sheep-like teeth and are the champion bait stealers of all time. They are all my chickens and are delicious.

Crackers and Cheese, a Poem

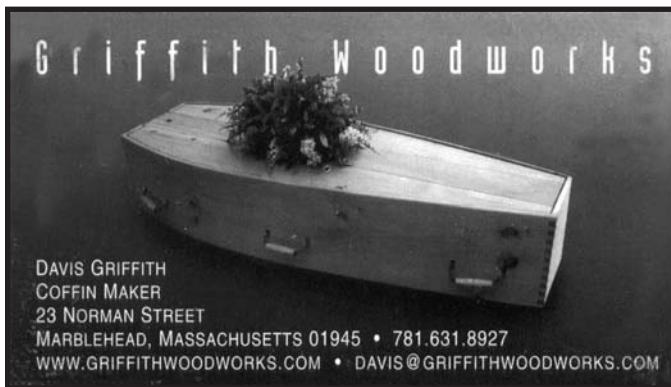
Squatting on an oyster bar O
Eating crackers and cheese.
Thick crust of mud
On both my knees.

Thought I heard a mullet.
He went ker-ploop.
"Hold it Jane.
Let's wait
On that soup."

Scrambled for my net
Skipping over the bar.
Saw a little flash,
Not too far.

Net spun out
With nary a fold.
Shovel nosed shark
Bit such a hole.

The mullet got out.
So did some reds.
Caught five though,
All sheepheads.



Harry Bryan Designed *21' Handy Billy*

First time in Fiberglass!!!
25 horsepower, 18 knot, Quiet, Efficient
Center Console, Elegant, Traditional

Southport Island Marine, LLC
P.O. Box 320, Southport, ME 04576
(207) 633-6009

www.southportislandmarine.com

"Life's Too Short To Own An Ugly Boat"
(Ask about our "Life's Too Short..." Boutique
Bumper Stickers, Shirts, etc.)

Messing About in Boats Subscription Order Form 24 Issues – 40 Pages Each Issue

Name _____

Mail Address _____

City _____ State _____ Zip _____

Mail Orders

24 Issues – \$28 (Payable by Check)

To: Messing About in Boats
29 Burley St., Wenham, MA 01984-1943

(6 Issue Trial Subscription \$7 Mail Order Only)

Internet Orders

24 Issues – \$32 (Payable by Credit Card)

To: www.duckworksbbbs.com/media/maib

No Telephone Orders Accepted

I lost an oar once. The cost of a new one was more than the dinghy was worth so I asked my friend Gary, retired boat builder and constant critic of my boat building efforts, to help me out. He drew a pair of oars on the back of an envelope that he thought wouldn't overly challenge my limited skills. As always, he didn't miss the mark by much. I built a pair of those oars... and another... and another. This is the latest. The pair described here have been made for an Auray punt drawn by Philip Bolger.

I tow my tender in Puget Sound and give priority to maneuvering the boat in tight quarters such as working among rocks and shoving off against old and barnacled pilings. The blades are a bit wider than some might prefer. They were to be a little longer than my previous oars, 7' over all, to fit the longer punt.

The drawing and photographs speak pretty well for themselves but I'll add a few remarks which might be helpful.

I found a good, clear, 8' long Douglas fir 2"x4", cut it to 7', and ripped it into two 1 1/2" square lengths. The curves were cut to take the blades with a band saw but a saber saw could do as well. Be sure the grain is running the right way as shown in the drawing to give the oar more strength.

I like the pin-style North oarlocks. They can be shipped quickly when coming alongside and are held in place positively when I'm tending to chores such as lifting a bucket of clams or an uneasy 40lb Brittany aboard.

I widened the loom to fit between the oarlocks with some scrap 3/8" hardwood cheeks glued to all four sides of the 2"x2". The cheeks strengthen the oar in way of the pin and I thought their added weight inboard would help with the balance. The width of

A Pair of Oars

By R.A. Smith

the loom was shaped as necessary in way of the oarlock to allow for the proper swing. Time will tell whether the added weight of the cheek blocks will make for a better row or only produce less convenience in handling off the boat.

There is nothing more comfortable than a nice 1" diameter handle. I used a spoke-shave and a block plane on the rounding but a Surform flat file could work as well. Make sure that the final shape is as cylindrical as possible. A roll of sandpaper from my belt sander, turned inside out, made a good rough sanding tool for the handles, rather like shining shoes, it was.

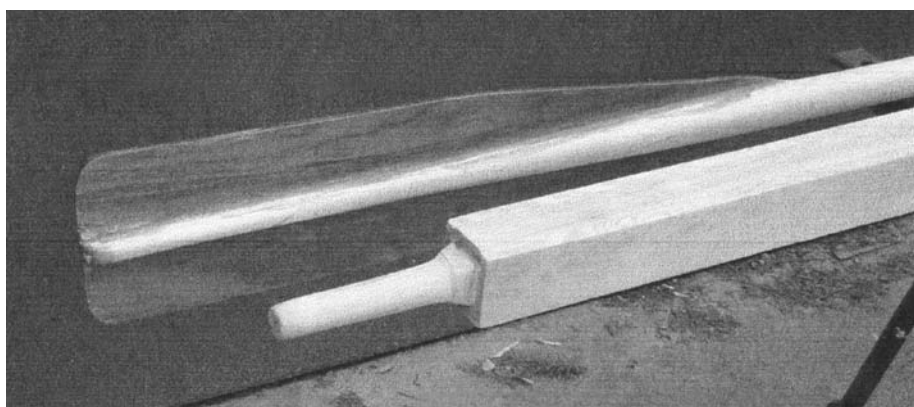
Blades were cut from some scrap 1/4" plywood. These were glued down with

epoxy. I held them in place temporarily with drywall screws. Because the blades happened to be Douglas fir plywood, I covered them with fiberglass cloth set in epoxy resin. The hardwood cheeks were also glued down at this time.

I marked the lines of an octagon section on the square stock and planed the oar to these lines and then into a circular section. What was left of the 2"x2" behind the blade was planed down to a rather fine point.

The oars were varnished and the blades were given several coats of latex house paint to provide a little more abrasion resistance when pushing off rocks and gravel beaches. The handles were left unfinished. All edges were rounded off and sanded to improve the appearance and better hold paint and varnish.

In use, the oars seem to provide an easier stroke because of the inboard weight. They were fun to build and to my eye, workmanlike and purposeful, complementing the little punt.

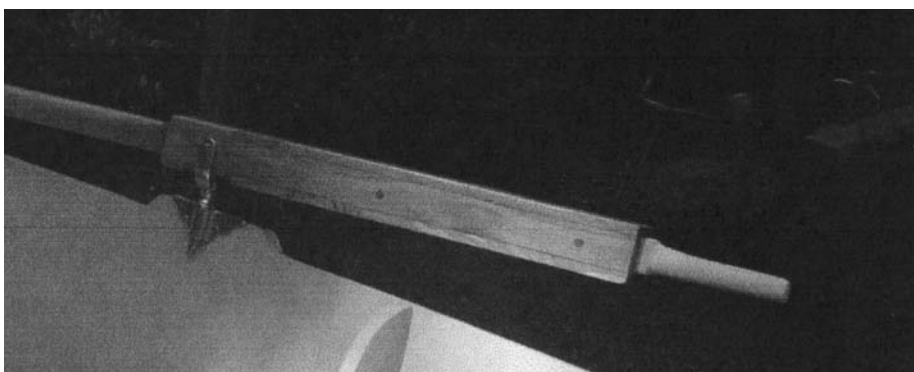


Blade and handle.



Carving the handle.

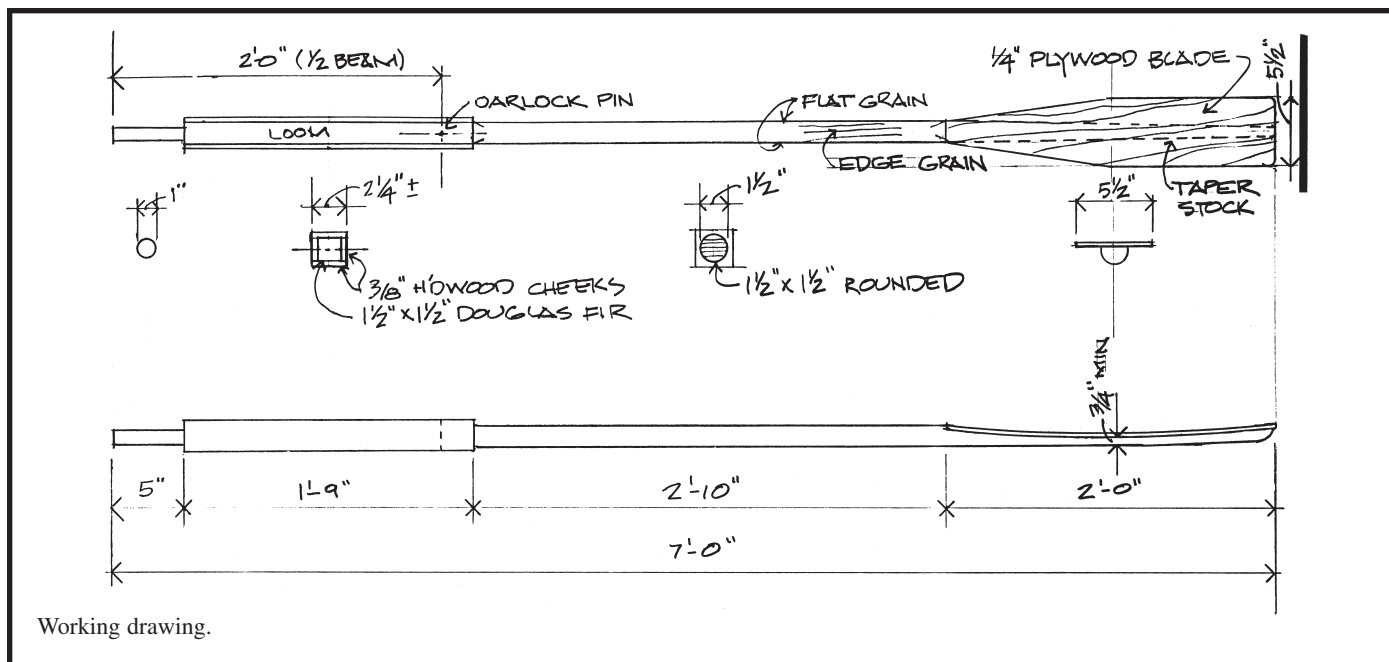
Sanding the loom



Oarlock and socket.

The Auray punt underway with a good pair of oars





A surprising number of people who visit us at the Wooden Boat Workshop inquire what this stitch and glue method of building boats is that we talk about. These people range from those who have never seen or read (or even thought) about how a boat might be constructed to those with some familiarity with more traditional methods of boat building.

The latter struck me as very strange until I realized that I couldn't recall reading an article or seeing a book devoted purely to stitch and glue construction. Although, in fact, there has been a fair amount written on the subject, much of it has appeared in building manuals or construction books or articles pertaining to a particular design or type of watercraft. As a result, although there are many passing references to the stitch and glue method of constructing boats, there is not a single article I know of that I can refer people to (or send to people). Thus, this one.

In the broadest sense, "stitch and glue" refers simply to a system or method for attaching two pieces of relatively thin wood to each other as, for instance, the side of a boat to the bottom. Traditionally this would have been accomplished through the use (in

What, Exactly, Is Stitch And Glue?

the instant example) of a chine log or piece of wood that would fit in the angle between the side and bottom. The side and bottom would thus not be attached to each other since they were too thin for this to be effective. Instead, both were fastened to the chine log using mechanical fasteners (screws, nails) and perhaps glue.

Stitch and glue construction, in contrast, glues the two thin pieces of wood (usually plywood) directly to each other. Since mechanical fasteners such as nails and screws would be ineffective, the joint is held together while the glue cures by using "stitches" or loops of wire (often soft copper wire) which are inserted through small holes on either side of a joint or seam and twisted until tight.

Once the glue has cured, the stitches are removed and often the joint is reinforced using fiberglass cloth or tape adhered with epoxy.

That's really all there is to stitch and glue but, as is so often the case, the expression has broadened to include other things. When you join thin pieces of wood to one another to create an entire structure, such as a kayak, without internal support such as stringers, chine logs, ribs, and the like, the structure may be referred to as a monocoque structure or, if there is very little internal structure, as semi-monocoque.

Furthermore, when you apply fiberglass or other fabrics to one or both sides of a structure and glue them all together you have, in effect, created a composite structure which will likely have much greater strength, resistance to bending, or other qualities than the component parts did. Since stitch and glue construction is often used to build boats that exhibit these characteristics, the term is often used to mean or include these features.

Finally, many pre-cut boat and kayak kits use the stitch and glue method of construction. So many, in fact, that for many people the terms are synonymous. Just remember, however, that you can have a boat kit that does not feature that type of construction and that you can use stitch and glue construction in many situations, not just with kits.




ForteRTS
www.forteRTS.com

Battens, Carbon Spars, Poles, Gaffs, Tiller Extenders

Forte braided tubular tapered battens improve durability and save weight. Need new spars for a custom boat? Replacement spars for a current design? Call us for a quotation. You will be pleasantly surprised! Aerospace quality construction at affordable prices.

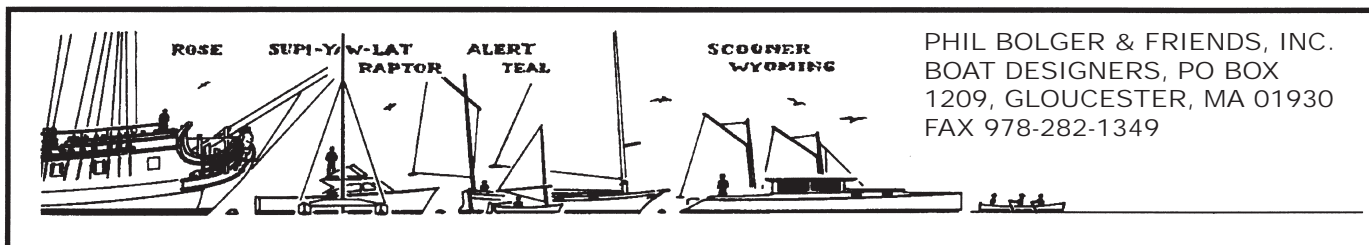
14 Lorenz Ind. Pkwy., Ledyard, CT 06339-1946 • (774) 644-1965
www.forterts.com contact@forterts.com

A BOAT FOR RORY



An island boy and his first boat
26 page illustrated children's book
\$8.95

W.F. McCullom
553 Main St., Boxford, MA 01921



PHIL BOLGER & FRIENDS, INC.
BOAT DESIGNERS, PO BOX
1209, GLOUCESTER, MA 01930
FAX 978-282-1349

Nancy Jack was built in the late '70s to test several features of a proposed highly specialized cargo carrier. I was interested in the project because it addressed the Achilles heel of sailing transportation, the slow speed and hence poor utilization of sailing ships. The point, as far as the test article was concerned, was that the duration of her passages was irrelevant; she was envisioned as a seagoing, controllable raft, carrying a cargo of flora and fauna that required a period of isolation before it could be landed at its destination. The ship was to have replaced laboratories on shore plus transport. Nancy Jack was intended to test various aspects of the rig and lateral plane proposals on a convincing scale, about one quarter of the full-size vessel.

For *MAIB* readers, the interest lies in the construction of the hull, which was a very large "instant boat," the largest to date in fact! The ship was a complex shape but its proportions were shallow and nearly flat amidships, close enough to the sharpie to be instructive. The rig, with its cantilevered masts enclosed in streamlined envelopes for low drag at anchor, or lying to a drogue, housing topmasts and squaresails with permanently curved yards and battens, was modeled in considerable detail, but the hull was simplified as far as possible.

The foundation funding it turned out a gang of volunteers to assemble it. Peter Duff, of Edey & Duff, was the contractor and supervisor of the assembly process. He had laid on some heavy industrial staplers, a large quantity of adhesive seam compound, 34 4'x8' sheets of 1/2" plywood, and an appropriate footage of natural lumber for the chine logs, clamp/rub moldings, and fastening cleats.

All this was on hand when the volunteers gathered early in the morning. The parallel-edged hull sides were assembled flat on their butt straps, put up on edge, bottom-up, sprung around the molds (which were located by the butt straps), and secured to the stem and sternpost. These had been secured to one side as it was assembled.

Bolger on Design

Test Article For A Sailing Merchant Ship

50'0"x9'11" – 516sf Sail Area

After checking for alignment, the laminated chine logs and clamp/rub moldings were sprung around the outside of the side panels. The chine logs had been pre-beveled to the correct flare angle. The bottom panels were laid on the assembly, butts athwartships, and marked for the shape the sides had assumed. They were then removed assembled on butt straps, turned over (many hands), put back on the assembled sides, and trimmed where necessary around the edges. The bottom shoe was laid in place and secured from inside. The outside of the hull was primed and painted.

Around noon the hull assembly was righted with many hands and some modest power hoisting equipment. It was quite stiff since the molds were still in place, besides the now very stiff laminated clamps around the exposed upper edges of the sides.

The water ballast tank, daggerboards and their trunks, mast steps and partners, rudder, and, of course, the experimental rig, had all been prefabricated in Edey & Duff's shops and were installed during the afternoon. By evening she was rolled to the water, launched with due ceremony, the ballast tank flooded, and all hands broke to admire their work. Total time, about 12 hours. With practice, it could no doubt be reduced. Nancy Jack is about four times the size of a Teal sailing dinghy (our Design #310), which is practically a miniature Nancy Jack and assembled in the same way. The record time for assembling Teal is under two hours.

We haven't described Nancy Jack as a boat. The test article was not designed for long life. The plywood was not sheathed with fiberglass, and the 1/2" thick bottom is not what would be wanted in a 50' boat intended to be durable. In fact, it gave no trouble during the extended testing period and I think she was not scrapped for two seasons, though I don't know how she was disposed of after she had served her purpose.

The trials were quite instructive, mainly concerning details of the rig. The main defect as designed was that the power and geometry of the braces of the upper yards needed a lot more advantage than we had expected. It worked well enough to suggest that the complication of the curved yards and battens

might be dispensed with for the modest performance required, though no final decision on that was ever made and she was not tested with straight yards. The wide spaced daggerboards had to be handled with every maneuver as the rudder was ineffective with the forward board lowered (the ship was to have had pivoted centerboards with high speed winches on the hoists and was expected to have help from her two on-board yawl-boats for any maneuvering in narrow places).

With enough hands and some experience she sailed quite well, including to windward with a good full and some experience with the relative depth of the daggerboards. She carried the rig with no trouble. On one trial she was being handled by some people who did not believe that water ballast could be effective and did not flood the tank, which contained about 1700lbs of water. But she did need that seemingly insignificant weight! She got a scary knockdown with the gunwale under, though she recovered without heavy flooding. She was, of course, unsinkable on her all-wood structure, and the buoyancy of the rig components would probably have kept her from going bottom up, but righting and bailing her would have been a long, embarrassing business.

Nothing more came of the project, one more environmentally well-intentioned idea that seems to have been talked to death by "experts," the bane of progress outside the conceptual cages of academe or professional guilds.

On the other hand, the underlying ideas may still be worthwhile ruminating upon. For present purposes it's a spectacular case of how fast something that floats, carries weight, and can get from here to there can be produced. Therefore, consider endless schemes of how to enhance the utility of this hull by inserting in equally determined and no-nonsense fashion crew quarters, propulsion and cargo handling modules. The result could serve as a pre-hurricane or at least post-hurricane "Neighborhood Life Boat." Or you'd take her as a light trader to various Central American coastlines, poking her bow and shallow belly into all sorts of estuaries and up rivers where only drought season allow roads traffic. Or carry a light clinic into forsaken places to save the odd tooth, support pregnancy, or just deliver a technical means to provide clean "free"/non-corporate water. There should be 15-20 willing folks with their portable tools and their share in the cost to congregate on a beach somewhere, get on with it, with the focus on doing some nondenominational good. For that long term perspective of the investment, we'd propose galvy, if not bronze, bolts and pressure treated plywood.

Plans of Nancy Jack, our Design #378, are available for \$300 to build one boat, sent priority mail, rolled in a tube, from Phil Bolger & Friends, PO Box 1209, Gloucester, MA 01930.



**COLUMBIA
TRADING CO.**

**BUY - SELL
FREE BOOK
CATALOG**

- Nautical Books
- Ship Models
- Marine Art & Antiques

On Line Catalog:
www.columbiatrading.com

1 Barnstable Rd., Hyannis, MA 02601
(508) 778-2929 Fax (508) 778-2922
nautical@capecod.net

It has always been a puzzle to me why more space has not been given to Inland Lake yachting in yachting publications. The Valley Country is dotted, studded, jeweled with big lakes, small lakes, crooked lakes, long lakes, and deep and shallow lakes on which a very distinct and American style of small yacht has evolved. Certainly there have been any number of boats built to the classification and rules of the daddy of inland yacht clubs, the Inland Lake Yachting Association. One may see them of an afternoon most any weekend on the lakes where cottagers sojourn the summer, and spanning regattas are an annual feature of the closely knit association, and have been for years.

Possibly no type of boat is farther from the influence of miles per hour and commercialism than these inland lakers, and it is

A Little Inland Laker

By E. Weston Farmer

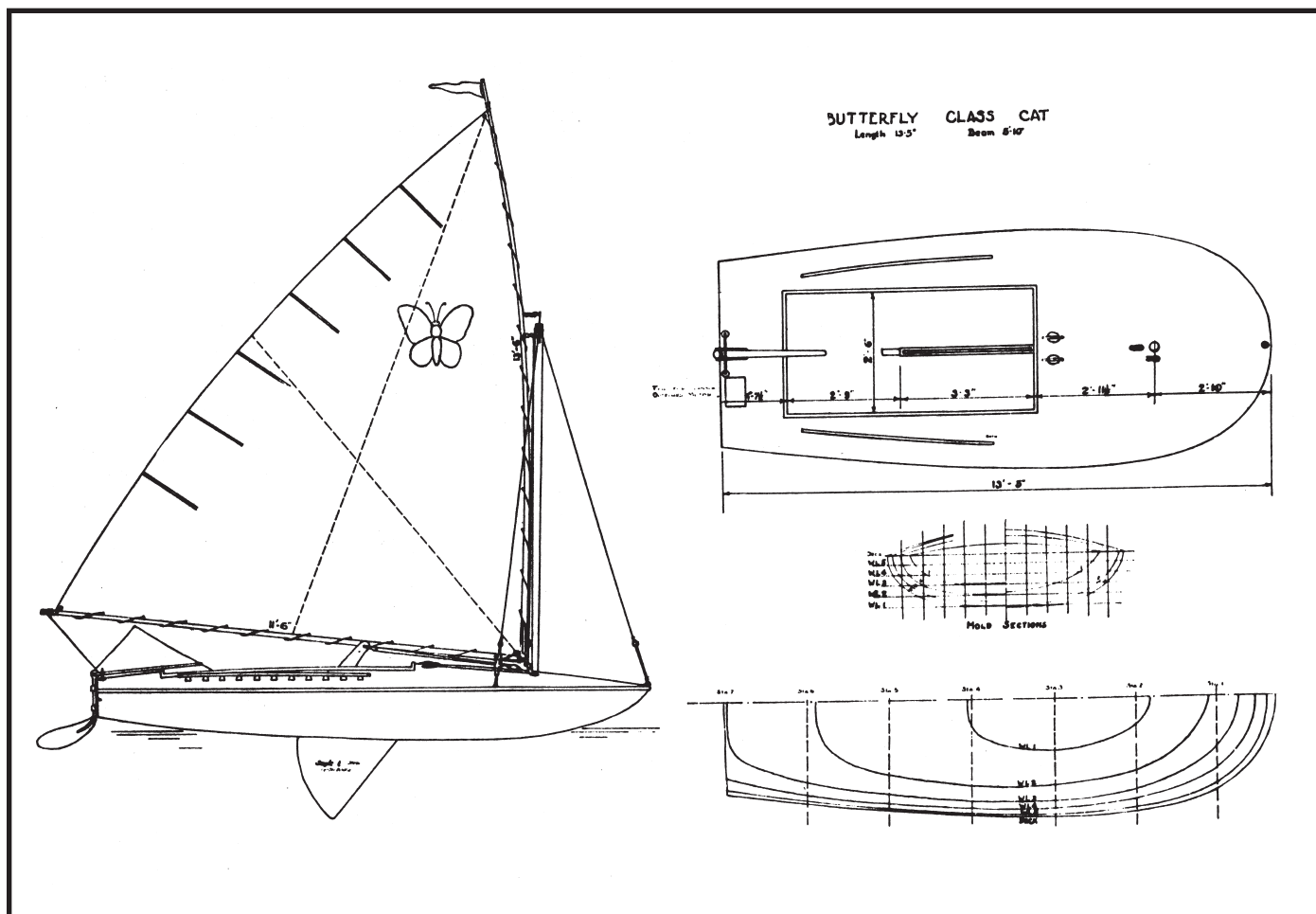
refreshing to see one of the types rapidly spreading into great favor from the shops of a Minnetonka builder. Here we have the low-down on the new Butterfly Class Cat, which though it reads small is, I am assured, a very large boat for her inches. Four makes a very comfortable party. This spritsail is a new one on the scow type of yacht but her 80-odd feet of light sail will move her in anything from a ghost's breath to a gale of wind.

She hails from the mould loft of the Ramalay Boat Company, who put her up bright finished in white cedar, decks and all,

with sail and bronze hardware for bucks 250 which is very low, it seems to me in the East. There have been many built, going to waters all over the lake surfeited Northwest.

Her lines are a study for those students who mutter "bilge" and "deadrise" and "draft," representing as she does something that is eminently fast, stable, and capacious. I am told these boats run away from an ordinary kicker rowboat before the wind, hydroplaning almost. One can see that the center of lateral plane is nearly under the center of pressure of the sails and, with the rudder she carries, she should mind her tiller. She carries no helm on any point except running before a strong puff.

These Butterfly Cats are 13'5" over all by 5'10" beam, carry only one center board and weigh so little that two men can carry one.



SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers Sampans



HUGH HORTON SMALL BOATS
29474 Old North River Rd.
Mt. Clemens, MI 48045
(586) 468-6456
<hortonsailcanoe@wowway.com>



COMPASS ROSE REVIEW

**"Views and Reviews
from the Coast of Maine"**

- Boats, books, waterfront life, links
- Entertaining, informative, and free

www.compassrosereview.blogspot.com

chesuncook Canoe Co.

Classic boating at a reasonable cost




Freighters for the Sound, the River,
lakes and streams

12' to 23' 2 hp to 40 hp
27 Highland Terrace • Ivoryton, CT • 860-575-2750
www.chesuncookcanoe.com
<<http://www.chesuncookcanoe.com>>
Call for business hours & directions

Pert Lowell, Co., Inc.

Custom Small Boats



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.

Mast Hoops

Mast Hoop Fasteners - Sail Hanks - Parrel Beads - Wood Cleats - Wood Shell Blocks - Deadeyes - Bullseyes - Custom Bronze Hardware

Pert Lowell Co., Inc.
Lanes End, Newbury, MA 01950
(978) 462-7409

Hansen & Company
Builders of Practical & Impractical Boats

Gloucester Gull Rowing Dories, Kayaks & Other Small Boats

Dennis Hansen 207-594-8073
P.O. Box 122 dgehansen@verizon.net
Spruce Head, ME 04859




REDD'S POND BOATWORKS

Thad Danielson
1 Norman Street
Marblehead, MA 01945
thaddanielson@comcast.net 781-631-3443 888-686-3443

Wooden Boat Building, Classic Designs
Traditional Construction and Materials

R. K. Payne Boats
<http://homepage.mac.com/rkpayneboats>
PH 812.988.0427

Rex & Kathie Payne
3494 SR 135 North
Nashville, TN 37448



16 Foot Melon Seed Skiff

Builders & Restorers

Reproduction of Charles Lawton 10' Yacht Tender

Cedar on Oak
Designed by Charles Lawton of
Marblehead, MA, ca 1980. Built:
C. Stickney, Boatbuilders Ltd. 1997



C. Stickney Boatbuilders Ltd.
HC 61 Box 1146, St. George, ME 04857
(207) 372-8543
email: woodboats@msn.com
Wooden Boat Construction & Repair


(607) 547-2658

Tom Krieg's Boat Shop
(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007
Cooperstown, NY 13326
Woodenboat Restoration & Rigging

AREY'S POND

Cape Cod's
Sailing Headquarters
& Wooden Boat Center
Established 1951


**Proud Builders of
Arey's Pond Catboats**



14' "CAT"
12' Kitten - 16' Lynx
20' Cruising Cat

Traditional elegance with a fiberglass hull, team trim & floorboards, all fittings solid bronze sitka spruce spars

Box 222, 43 Arey's Ln., (Off Rt. 28)
So. Orleans, MA 02662
(508) 255-0994
<http://www.by-the-sea.com/areyspondboatyard>



Robb White & Sons, Inc.

Custom Small Boats
Forty Years

P.O. Box 561
Thomasville, GA 31799

Hadden Boat Company
Wooden Boat Construction & Repair



34' W. Atkin tunnel stern
Sea Bright Skiff



11 Tibbets Ln., Georgetown, ME 04548 (207) 371-2662

PICCUP PRAM



11' X 4'5" OA - 100# Empty
Taped Seam Multichine
\$20 Plans - \$1 INFO ON 8 BOATS

JIM MICHALAK
118 E. Randall, Lebanon, IL 62254

Plans & Kits



Designs by Platt Monfort

STUDY PLANS BOOK \$4.95

INSTRUCTIONAL VIDEO \$19.95
NOW ON DVD ALSO

Monfort Associates
50 Haskell Rd. MA, Westport, ME 04578
(207) 882-5504



<gaboats.com>



Build a Boat and Save!

Proven Plans & Kits make it simple
to Build your own Boat. Experience
the pride of saying, "I built it myself."

Send \$9.95 for Huge Catalog,
refundable with order. View our
online catalog today:

www.Glen-L.com

Glen-L Marine Designs
Box 1804/AM66
Bellflower, CA 90707
562-630-6258

A Top-Rated Sea Kayak

The Coho: "Of all the boats I have reviewed,
the Coho is my hands-down favorite....

I would recommend [her] to
anyone, whether novice or
an experienced paddler,"

V.S.—Sea Kayaker Magazine
Oct. 1998

John Lockwood, Designer
30-Year Wilderness Paddler
Computer Design Pioneer
15 Kits • 5 Plan Sets

Ultra-Light
Stitch-n-Glue
Best Kayak Kits
Since 1986



Pygmy Boats Inc.

For a Free Color Catalogue Write: PO Box 1529 ♢ Dept. 2 ♢ Port Townsend, WA 98368
(360) 385-6143 ♢ Read the Reviews of our kayaks at: www.pygmyboats.com

THE SIMMONS



*Classics of the North Carolina coast from
the sounds to the Gulf Stream.*

Outstandingly seaworthy, 30 mps with low
power, light, simple (flat laps, straight
planks), plywood lapstrake, construction.
Detailed plans and directions; no lofting.

Information packet - \$1

Cape Fear Museum Associates • 814 Market St. • Wilmington, NC 28401 • 910-341-4350



Sea-Skiff 18

pictured
• 17'1" x 5'7"
• 5" draft
• 20-40 HP
• Plans - \$40 US

Sea-Skiff 20

twice that size
• 19'4" x 7'6"
• 10" draft
• 50-70 HP
• Plans - \$55 US

Sea-Skiff 22

*20% bigger than
the 20*
• 21'6" x 3'8"
• 12" draft
• 70-90 HP
• cabin versions
sketched
• Plans - \$55 US



WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder
from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog
defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small
boat designs written through the years by E. Weston Farmer, N.A., considered by many to have
been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All
articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES
7034-D Hwy. 291, Tum Tum, WA 99034



ATKIN

NEWLY EXPANDED *Atkin* illustrated
catalog. Containing more than 300 *Atkin*
designs and new text. Famed *Atkin* double-
enders, traditional offshore and coastal cruising
yachts, rowing/sailing dinghies, utilities and
houseboats. \$15.00 U.S. and Canada (post paid)
and \$22.00 U.S. overseas airmail. Payment:
U.S. dollars payable through a U.S. bank.

ATKIN DESIGNS

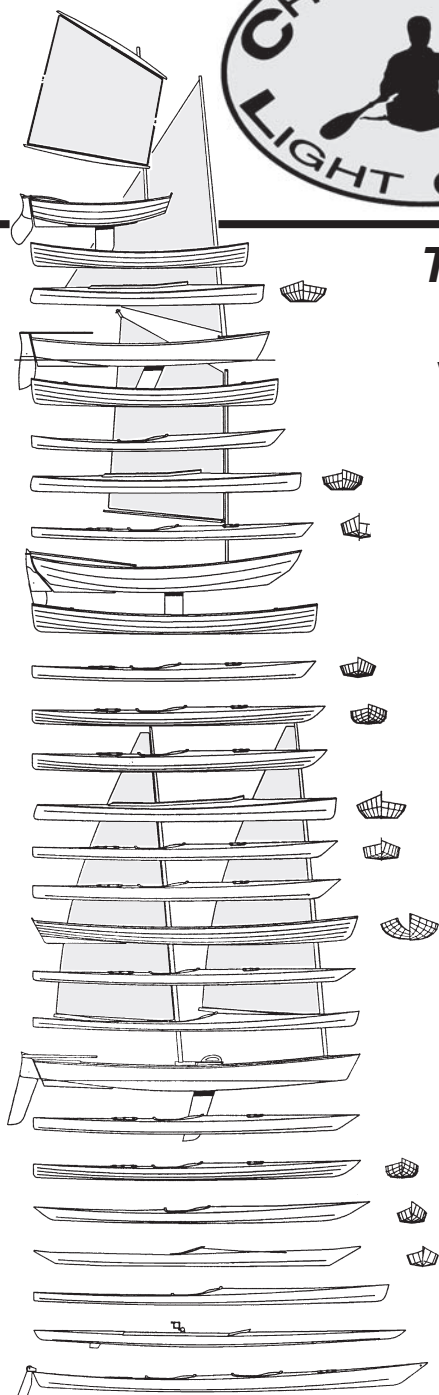
P.O. Box 3005M, Noroton, CT 06820
apatkin@aol.com
www.atkinboatplans.com

WEE PUNKIN



"Wee Punkin" has traditional good looks, is
fun to build from inexpensive materials, and
her performance will delight you. Innovative
foam core deck and ample flotation make her
extra safe and comfortable. She is ideal for
children if they can get her away from dad.
Truly a breakthrough in small boat design. Hit
of the Port Townsend Wooden Boat Festival.
No lofting. Plans with full size station patterns
and detailed instructions, \$36. SASE for more
info.

GRAND MESA BOATWORKS
15654 57-1/2 Rd., Collbran, CO 81624-9778



**The Best
Boats
You Can
Build.**

**For a free catalog of boat kits, plans, and
boatbuilding materials, contact:**

Chesapeake Light Craft

1805 George Ave. Annapolis, MD 21401

410 267 0137

info@clcboats.com

www.clcboats.com

DUCKWORKS BOAT BUILDERS SUPPLY



- plans
- hardware
- custom sails
- epoxy/supplies
- sailmaking supplies
- tools and MORE

low prices, fast service

www.duckworksbbs.com



It's Not Just Art, It's a Craft!

Unique Wood-Strip
Performance, Sea Kayaks

**Kits, Plans &
Finished Boats**

Send \$3 for a catalog to:

Nick Schade
Guillemot Kayaks
Apt. M, 824 Thompson St.
Glastonbury, CT 06033
ph: 860-659-8847

<http://www.KayakPlans.com/m>



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic catboat that puts the charm and performance of this famous type within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$40 ☐ Study plan packet for Bobcat and 36 other easy-to-build Instant Boats for \$5

BOOKS: ☐ Instant Boats, \$16 ☐ Build the New Instant Boats, \$19.95 ☐ How to Build Your Own Boat, \$20 ☐ Build the Instant Catboat, \$12.95 ☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$19.95 ☐ Bolger's 103 Small Boat Rigs, \$28.95 ☐ Boat Modeling the Easy Way, \$19.95 Add \$1 S&H

Name

Street

City State Zip

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587



SWIFTY 12

A light-weight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price, including sail, \$1175. Catalog of 13 kit designs handcrafted in Vermont, \$5. Demonstration video, \$23, VHS or DVD.



SHELL BOATS

561 Polly Hubbard Rd., St. Albans, VT 05478
(802) 524-9645
www.shellboats.com

My Wooden Boat!...On-Line Forum...Calendar of Events ... School Courses...Books... Boat Plans...and more!



www.woodenboat.com

CONRAD NATZIO BOATBUILDER



A range of small craft plans for very easy home building in plywood

For details, visit the website:
www.broadlyboats.com/sections

or contact:
CONRAD NATZIO BOATBUILDER
The Old School,
Brundish Road,
Raveningham,
Norwich, NR14 6NT
U.K.
Tel/Fax: 01508 548675



SEAWORTHY SMALL SHIPS

WOODEN POND MODEL KITS



MODELS THAT REALLY SAIL

Rubber Band & Sail Powered Kits

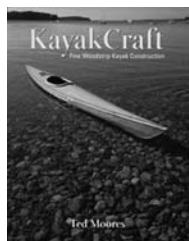
Pre-Shaped & Drilled Parts
Brass, Copper & Stainless Hardware

Great Fun in Pool, Pond, or Sea • Order Yours Today

Order #800-533-9030 (U.S.) VISA/MC accepted
Other Kits & Plans Available, catalog \$1.00

SEAWORTHY SMALL SHIPS
Dept. M, PO Box 2863
Prince Frederick, MD 20678, USA

Visit our Home Page at
<http://www.seaworthysmallships.com>

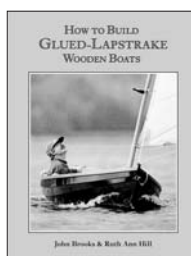


KayakCraft by Ted Moores

Learn from a master! Ted Moores has been building and teaching in the art of strip-construction for years. The book includes four Steve Killing designed kayaks. It's

packed with Ted's tips and techniques, so results will be great.

185 pgs., softcover
\$19.95 + \$4.50 postage
The WoodenBoat Store
P.O. Box 78
Brooklin, ME 04616
www.woodenboatstore.com
Call toll free 1-800-273-7447



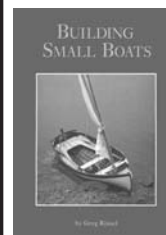
How to Build Glued-Lapstrake Wooden Boats

by John Brooks and
Ruth Ann Hill

You'll understand just what you need to do, to build a terrific boat. A boat that is lightweight, forever appealing to the eye, a boat that doesn't

leak and doesn't require much upkeep.

288 pgs., hardcover
\$39.95 + \$5.50 shipping (US)
The WoodenBoat Store, PO Box 78
Naskeag Rd, Brooklin ME 04616
www.woodenboatstore.com
Toll-Free 1-800-273-7447



Building Small Boats by Greg Rossell

Traditional lapstrake and plank-on-frame construction methods are featured in this thorough yet reader-friendly book.

278 pgs., hardcover
\$39.95 + \$5.50 postage
The WoodenBoat Store
P.O. Box 78
Brooklin, ME 04616
www.woodenboatstore.com
Call toll free 1-800-273-7447



Supplies

Small-Craft & Cruising Sails

Bermudan, gaff, gunter, lug, sprit, etc.
for skiffs or schooners

Aerodynamic designs in
white, cream, tanbark and
Oceanus

Photos, quotes at
www.dabblersails.com

e-mail - dab@crosslink.net
ph/fax 804-580-8723
or write us at PO Box 235
Wicomico Church, VA 22579



Stuart K. Hopkins, sole prop

MAINE COAST LUMBER, INC.

17 White Birch Lane
York, ME 03909
(207) 363-7426
(800) 899-1664
Fax (207) 363-8650
M-F 7am-5pm



4 Warren Ave.
Westbrook, ME 04902
(207) 856-6015
(877) 408-4751
Fax (207) 856-6971
M-F 7:30am-4:30pm
Saturday 8am-12pm

**HARDWOOD LUMBER • SOFTWOOD LUMBER •
HARDWOOD PLYWOODS • MELAMINE • MDF •
MARINE PLYWOODS • MDO • PARTICLE BOARD •
SLATWALL • LAMINATE • EDGE BANDING • VENEER •
HARDWOOD MOLDINGS • CUSTOM MILLING**

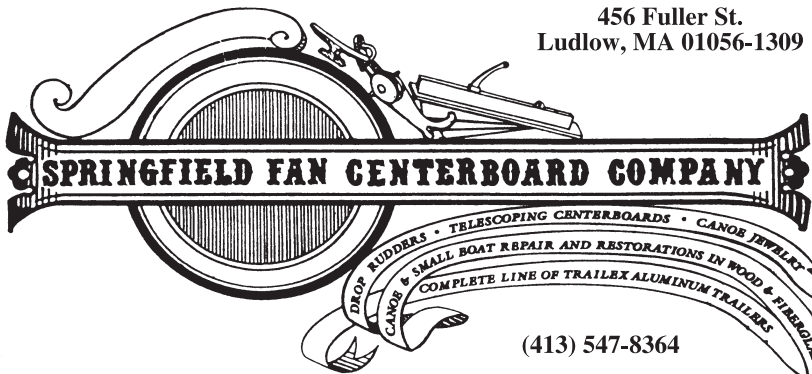
We Deliver
ME, NH, VT, MA, RI

www.maine coastlumber.com
email: info@mainecoastlumber.com



We ship UPS

456 Fuller St.
Ludlow, MA 01056-1309



SPRINGFIELD CAN CENTERBOARD COMPANY

TELESCOPING CENTERBOARDS • CANOE JEWELRY
DROP KIDDERS • CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

(413) 547-8364

PolySail International

**WHITE POLYTARP SAILS
& SAIL KITS**

22 SUNBLEST COURT
FISHERS, IN 46038-1175
PH: 317-915-1454
EMAIL: POLYSAIL@AOL.COM
WEB SITE: WWW.POLYSAIL.COM

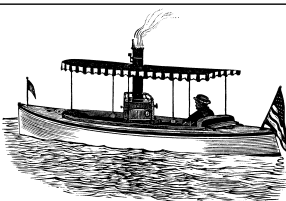
Wood Canoe Hardware



CANOE HARDWARE

1/2", 11/16", 7/8" Canoe Tacks; 3/8" Oval Brass Stem Bands; Clenching Irons; 3/16" Bronze Carriage Bolts; Canoe Plans; Clear White Cedar. Price List Available.

NORTHWOODS CANOE SHOP
Ph: (888) 564-1020
Fax: (207) 564-3667
Web: www.woodencanoes.com



Boaters' Cards and Stationery


Business card size with a wood engraving of your boat printed on the front. Your contact info on the back.
See web page - www.ironworksgraphics.com/iwgstationery.html

Drawing/Notecards of Your Boat

A pencil drawing of your boat, suitable for framing, and 50 notecards with the drawing. Makes a great gift! - \$150
See web page - www.ironworksgraphics.com/boatdrawings.html


L.S. Baldwin Box 884 Killingworth, CT 06419

PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
Box 213MB
Orono, ME 04473
(207) 866-4867



MAS EPOXIES

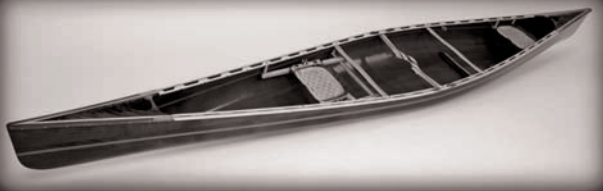
"With my wooden canoes starting at \$55,000.00, my clients expect me to build boats using only the finest materials available.

For me that meant switching to MAS epoxies over 10 years ago.

When I watch the wonder and excitement on peoples faces as they touch and admire one of my newly finished canoes, I know that I have MAS Epoxies to thank.

MAS is not just another epoxy, it is my epoxy."
-Philip Greene, owner, Woodsong Canoes

It's NO Blush, not Low Blush!



www.masepoxies.com 1-888-627-3769

William Clements
Boat Builder
Since 1980



P.O. Box 87
No. Billerica, MA 01862
Telephone (978) 663-3103
<bill@boatbldr.com>
<www.boatbldr.com>

**WOOD BOAT and CANOE
RESTORATION SUPPLIES and TOOLS**

U.S. MADE SILICON BRONZE WOOD SCREWS
MAS EPOXY ** TARGET COATINGS
CANOE CANVAS ** TRADITIONAL CANVAS FILLER
BRASS CANOE TACKS & STEM BANDS
AND MORE!!

For free catalog call (800) 896-9536

**GOT A PRODUCT SMALL BOAT
OWNERS / BUILDERS CAN USE?**

**HERE'S A PLACE TO LET 4,000
SUBSCRIBERS KNOW ABOUT IT**

ONLY \$22.50 PER ISSUE

**CALL BOB HICKS AT (978) 774-0906
7-10AM FOR FULL PARTICULARS**

GAMBELL & HUNTER SAILMAKERS



16 Limerock St., Camden, ME 04843
(207) 236-3561
www.gambellandhunter.com

Quality Cedar Strips MAS Epoxy Supplies • Tools



CANOE, KAYAK & ROWING BOAT KITS

the **NEWFOUND
WOODWORKS inc.**

603-744-6872
www.newfound.com



ATLANTIC WHITE CEDAR

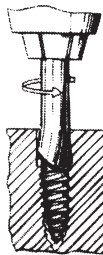
Boat grade rough sawn flitches in stock.
Most are 16' long 4/4 to 8/4 thick.
New supply ready to ship.
Call or write for info.

J.D. ENGLAND CO.

1780 Remlik Dr., Urbanna, VA 23175
(804) 758-2721

UNSCREW-UMS™ broken-screw extractors

Remove damaged fastenings. Minimal damage to wood. Hollow tool uses stub as guide. Sizes to remove screws from No. 2 to No. 24, lags, nails, and drifts.



T&L TOOLS

24 Vinegar Hill Rd., Gales Ferry, CT 06335
Phone: 860-464-9485 • Fax: 860-464-9709
unscrew-ums@tltools.com

www.tltools.com

YOUR PRODUCT HERE
FOR ONLY
\$12/ISSUE

For details
(978) 774-0906
officesupport@comcast.net

Boatbuilding Supplies

STRIP • STITCH & GLUE • PLYWOOD & FIBERGLASS CONSTRUCTION

SYSTEMTHREE EPOXY RESIN

Simple 2:1 mix ratio • Available in 1.5 qt.-15 gal. units
Fast, med, slow hardeners for use in temperatures
as low as 35°F

3 Gal. Unit \$197.00

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

- **REICHOLD** Polyester Resins (gals, pails, drums)
- **NESTE** GelCoats
- Sikaflex Urethane Sealants
- Gloucester Marine Paints (40-50% discount)
- 2 part Urethane Pour Foam



Microballoons • Silica Powder • Wood
Flour Pigments • Milled & Chop Fibers •
Squeegees Syringes • Brushes • Rollers •
Paper Pots • Gloves Coveralls • And More

LOW PRICES ON: Silicon Bronze Wood Screws
Nails & Stainless Fasteners

Top Quality Products • Competitive Prices • Fast Knowledgeable Service
All items in stock and ready for immediate shipment.

MERTON'S FIBERGLASS SUPPLY

SUPPLYING QUALITY MATERIALS TO BOAT OWNERS,
HULL FINISHERS AND BOATYARDS FOR OVER 20 YEARS.

P.O. Box 399, E. Longmeadow, MA 01028
Fax (413) 736-3182 - www.mertons.com

Free Catalog! **800-333-0314**

Atlantic White Cedar

Custom cut to your specifications from our own
logs which we bring up from Florida. Lengths up
to 24'.

Cypress and other species available upon request.

Woodcraft Productions Ltd.

P.O. Box 17307
Smithfield, RI 02917-0704
Tel (401) 232-2372 • Fax (401) 232-1029

CUT COPPER CLENCH NAILS

Pure half hard hand drawn copper made
on old Atlas company machines.

3 diameters: 1/16", 3/32", 1/8"

11 sizes: 3/4" to 1-3/8"

For sample packet & information send \$3

To order call 603-433-1114 or write

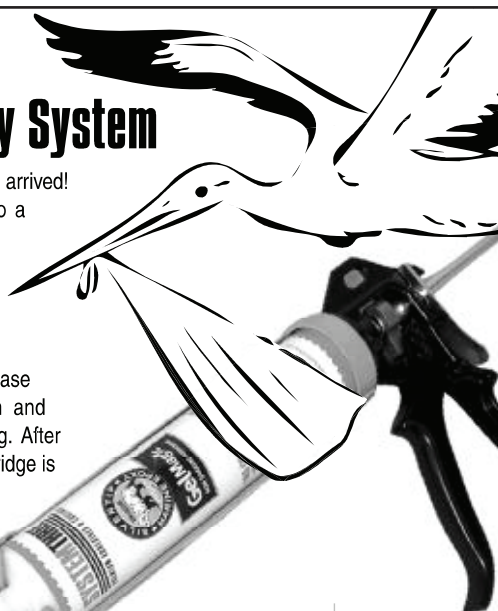
STRAWBERRY BANK MUSEUM

P.O. Box 300, Portsmouth, NH 03802

A Whole New Delivery System

Simplicity in epoxy adhesive use has finally arrived!
Just drop System Three's new cartridge into a
standard size caulking gun, add a mixer
tip, squeeze and apply. What could be
easier?

Only need a little bit and
don't want to use a tip? Then squeeze out
some into a cup, mix and apply. In either case
the cartridge properly measures the resin and
hardener and can never get the ratio wrong. After
you're done put the cap back on and the cartridge is
ready to go whenever you next need it.



Three different epoxy adhesives to choose from:
QuickCure 5, T-88 Structural Adhesive, SilverTip GelMagic
System Three SilverTip Marine Product Series
• products on purpose •

SYSTEMTHREE



Get your Free Epoxy Book today, Call: 1.800.333.5514 or Visit us at: www.systemthree.com

YOUR PRODUCT HERE
FOR ONLY \$6 / ISSUE

For details
(978) 774-0906
officesupport@comcast.net

Classified Marketplace

BOATS FOR SALE



Bolger Wooden Micro Trawler, w/Caravan trlr, Honda 45. Goes 25-35mph. Newly painted, gd cond. \$14,000.
SUSAN MACHAMER, Upstate NY, (315) 247-9003 (9P)

18'6" Sea Kayaks, lightweight high performance, beautiful wood strip, outstanding classic design. Tough functional wood cored fg. These kayaks are fast, long narrow craft & handle effortlessly. They have shallow arch hulls which become deep Vs at the bow & stern to cut smoothly through the waves. The bow is designed with added volume to rise over waves. Two to choose from, brand new. \$3,500 & \$4,500 neg.
EDWARD KENNEDY, Plymouth, MA, (508) 746-3842 (9)

'85 Seapearl 21, rare cb model by Marine Concepts. Legal galv trlr. '03 3-1/2hp Tohatsu 2 stroke w/neutral. Tanbark sails w/white UV resistant sunband made for me by Moorehouse Sailmakers, 1/'03. Rotating goosenecks. 8lb. Danforth type anchor. Fire extinguisher. Compass. Tanbark forward cockpit cover. Silver tarp winter cover w/PVC ridgepole & supports. Bought another boat & the Admiral orders fleet reduction. Asking \$5,200. Delivery? Well, if you're serious, delivery is possible. Let's talk!
BOB ERRICO, Manahawkin, NJ, (609) 978-0012 lve message, rerrico@comcast.net (10)

Dovekie, #96, Rumpus. '84 hull, tanbark Harding Sail, new '04; hard hatch covers plus 2 sets of canvas (Harding back porch); birch spars, bow cb, E&D motor mount, Nissan 3.5 hp longshaft; Cox trlr (tires new '05) plus 2 spare tire/wheels. \$4,500.
ALFRED B. HASKELL, Tryon, NC, (828) 859-3167, ahaskell@alltel.net (10)

Crawford Melonseed Skiff, #202, 13'8", green hull w/buff deck & tanbark sail. Like new, garaged, on galv trlr. \$6,750.
STEVEN ROSSI, East Haddam, CT, (860) 873-2999 home, (203) 484-6603 office (9)



20'x 5' Steamboat, Rose class, green fg hull, white ash trim & seats, vertical firetube boiler w/85 copper tubes, coal & wood grate, ash lagging & copper stack, 2 x 2 engine w/Stephenson link reverse & eccentric driven feed pump, hand pump & steam injector, copper feed water heater & hotwell w/floatvalve, bronze shaft & prop, bilge pump, 2 steering wheel positions, matching green umbrella canopy, galv Shoreline trlr. Runs well & is ready to show or go. Asking \$13,900.
CHARLES L. BAIMA, 14 Kelley Rd., Wilmington, MA 01887, (978) 658-3526, c.baima@verizon.net (4)

CLASSIFIED ADVERTISING INFORMATION

Classified ads are FREE TO SUBSCRIBERS for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at 25¢ per word per issue. To assure accuracy, please type or print your ad copy clearly.

Mail to *Boats*, 29 Burley St., Wenham, MA 01984, or e-mail to officesupport@comcast.net. No telephone ads please.



20' Dory, fg & wood, built in FL commercially as Cayman Skiff, w/trlr, clean \$990 obo. 5'10" beam, nds decking, wooden gunwale rail & oarlocks. Seats & bulkheads remodeled in wood. Follows Chapman's 1870s Gloucester dory designs. Similar to 1876 dory Centennial.
RICH COLTON, Montague, MA, (413) 367-9566 anytime, lvmessage. 22mainst@verizon.net (9)

17' Rangeley Lapstrake Guideboat, cedar planking. Built by S.A. Collins in Rangeley, ME ca. '40. Outstanding cond w/oars. \$1,980.
CHARLES SMITH, Cambridge, MA, (617) 354-3471 (9)

3 Geodesic Aerolite Boats, last 3 designed and built by the late Platt Monfort. 8' Black Fly, Nordic pram. 13' Blivit, decked planing sailboat. 12' Cricket, sailboat. See website gaboats.com for photos. Prefer buyer pickup, crating & shipping costs unreal. Fairly priced, but there will be no more.
BETTE MONFORT, Westport, ME, (207) 882-5504, bette@monfort.us (9)

'86 Javelin, 14', gd cond, self bailing, self rescue, set of sails, trlr, at Greenwood Lake NY. \$1,800 obo.
HENRY WALLHAUSER, Millburn, NJ, (845) 477-8945 or (973) 762-9027 (9)



Hogfish, 32' shoal draft sharpie, cutter rig, built by master boatbuilder/sailor Chris Morejohn. Recently renovated & back from 8th Bahamas cruise. Sails, canvas, engine, electronics, head, stove, fridge, cushions, etc new 2005. Fully equipped for liveaboard cruising. Turnkey vessel. \$18,500.
ROB KREIT, Lancaster, VA, (804) 462-9840, beaupoint@peoplepc.com (9)



8'7" Compass Harbor Pram, designed by John Brooks & built spring '06 using 6mm marine plywood & WEST System™ epoxy. 4 strake white painted hull w/buff interior. \$850
L. DOW, Eliot, ME, (207) 439-8488, sails32@aol.com (10)



16' Sloop, American Fiberglass Corporation Model A16. Low mileage. Gd main & jib, aluminum spars. Steel cb, plywood kick-up rudder, exc trlr. FG is sound, nds new plywood hatch covers in the cuddy, some lines, & the usual cleanup and TLC. Best offer.
Everett Burger, New City, NY, (845) 634-9586. (10)



'84 West Wight Potter 15, fresh water boat. Vy nice oyster white gel coat. Sails just gone over by Harrstick Sailmakers. Teak re-sanded and oiled. Vy nice interior cushions. 6" board up draft. '84 painted tilt trlr has vy nice tires, bearing buddies & almost new spare. Suzuki 2hp DT-2 motor (100-1) shows vy little use. Original boat owners' manual & instruction booklet. Spare rudder. Tows like a dream. \$3,950.
DAN BOLBROCK, Rochester, NY, (585) 392-9363 (10)



18' Woodstrip Sea Kayak, known as "Outer Island." Vy elegant design w/VCP hatches, adjustable skeg & day hatch. Built by prof woodworker. Prizewinner at Mid-Atlantic Small Craft Festival. Paddles superbly & is in exc shape. Musculoskeletal problem causing sale. Currently stored in SW Florida. Full or partial East Coast delivery may be possible. \$2,300
TERRY CLEMENTS, Bokeelia, FL, (239) 283-4946 (10)



Catspaw Dinghy, designer Herreshoff & White, custom built '92 by Greg LaSchum to plans from WoodenBoat. Cedar & mahogany over white oak frames, finished bright. Incl 2 pr custom oars, compl spritsail rig, custom canvas cover, custom trlr. Exc cond. Appraised at \$6,900, copy available on request. This lovely boat must find a new home. Make offer.

KRISTIN ANDERSON, Apalachicola, FL, (850) 653-2249, kristin@kristinworks.com (10)

20' McVay Minuet, '72 fg keel day sailer sloop #210. Main, 2 jibs, spinnaker, dinghy, Seagull ob, compass, anchor & rode. \$2,500.

RICHARD F. WEEKS, Sedgwick ME, (207) 359-8457, rweeks@lincoln.midcoast.com (10)

'99 Menger 19' Catboat, 8hp 4-stroke Honda. Fully equipped: Masthead VHF, fixed head & holding tank, tabernacle mast, cruising package. \$20,000.

ELLIOT WILCOX, Guilford, CT. (203) 488-2192, stonehorse23@aol.com (10)

17' double paddle canoe, made by Ken's Boat Shop, Seaford, LI, from plans by Capt. Pete Culler, Hyannis, MA. Copper fastened cedar lapstrake on oak frames. Interior finished bright w/ bronze fittings. Paddle, oar, carved seat, leather boots for paddles. 17'3" LOA, 28" beam. On display for years at Rhumbline restaurant, Greenport, LI. Stored indoors, in nearly unused condition. Asking \$5,000 or near offer.

DOUG CONSTANT, Orient, LI, NY, 11957, (631) 323-2646 (9)

Compac 19', reduced to \$3,000. Don't miss this bargain.

FERNALD'S, 291 High Rd., Newbury, MA 01951, (978) 465-0312 (10)

Siren 17 Weekender, sleeps 2, gd for larger lakes & small ocean bays, exc trlr, 3hp ob, can deliver for fee. 15' DUO Trihull, gd trlr. \$200. FG Solo Canoe. \$100.

BILL WEYMOUTH, Palermo, ME, (207) 993-2829 (10)

15' Cedar Strip Canoe, real nice. 34" beam, 50lbs, w/cedar ribs, mahogany rails, caved carrying yoke, rawhide seats. Hull ext finished clear w/6oz cloth & MAS epoxy resin. Too many canoes, got to move one before starting the next.

ART BRUNT, Wolfeboro, NH, (603) 569-4948 (10)

BOATS WANTED

Used Poke Boat Single.

GROVER PAGANS, Corpus Christi, TX, (361) 442-9351, grove777@aol.com (9)

Sailing Teapod, 15' or not much more, w/small ib motor such as 2hp Briggs & Stratton.

HENRY MCKEAN, (718) 624-2388 (11P)

SAILS & RIGGING FOR SALE

Grumman Lateen/Gunter Sail Rig, for canoe/skiff. Mahogany leeboards, alum spars/rudder, crisp sail. As new \$300.

BILL WEYMOUTH, Palermo, ME, (207) 993-2829 (10)

GEAR FOR SALE



New! The Poop Deck Crew T-Shirt, profits from the sale of this T-Shirt support the SAFE HAVEN Project & Newfoundland Dog Rescue in the US & Canada. Show your support for these gentle giants when you wear your Poop Deck Shirt featuring a Newf Dog and his canine mates including a German Shepherd, Springer Spaniel, English Bulldog, Poodle, Golden Retriever—even a Chihuahua! 100% heavyweight US made blue cotton Tee. Large imprint on front. Sizes M-XL \$17, XXL \$19. S&H \$4.75 on all orders. Send MO or Check.

A. BRIDGE, P.O. Box 143, Woolwich, ME 04579 USA, Tel (207) 442-7237 Email <norsman@care2.com>, Web www.norsgear.com(TFP)

There is nothing—absolutely nothing—

half so much worth doing



as simply messing about in boats.

Famous Quotation & Illustration

from *The Wind in the Willows*

Join us in expressing Ratty's sentiment to the World. T-shirt \$18.00, Long Sleeve T \$23.00, Sweatshirt \$30, Tote Bag \$18. Shipping \$4.75, orders up to \$25, add \$1 for each additional \$25. THE DESIGN WORKS, Dept MC, Box 8372, Silver Spring, MD 20907, Toll free (877) 637-7464, www.messingabout.com (TFP)



9" Ash Woods Cleats, matched pair varnished w/stainless steel hardware. \$25 delivered.

WINTERS BROTHERS, 4555 II Rd., Garden, MI 49835 (21EOI)

50hp Merc, for parts \$75. 13' Canoe Mold, nice. \$100.

BILL WEYMOUTH, Palermo, ME, (207) 993-2829 (10)

BOOKS & PLANS FOR SALE

Peter H. Spectre's Compass Rose Review, updated periodically. Read it at www.compass-rosereview.blogspot.com.

PETER SPECTRE, Spruce Head, ME (14P)

I Will Give You My Collection of **MAIB** magazines, provided that you pay the postage (shipping). Post office estimates parcel post charges at about \$8 to \$15 depending upon how far you are from me. Package weighs about 30 lbs. This is not a complete collection as I let my subscription lapse for a time, but includes the last half of Vol. 16, (1, Nov. '98), to Vol. 20, #20, (1 Mar. '03). It picks up again with Vol. 22, #10, (1 Nov. '04) through Vol.23, #24, (1 May '06).

NEIL FOLSOM, Standish, ME, (207) 787-3448 (9)



Egret 17' Skin-on-Frame Kayak, easy to build; many covering options. Plans, patterns, detailed instructions \$55. SASE for more info: ROSS MILLER BOAT DESIGN, PO Box 256, West Mystic CT 06388 (19P)



Dory Plans, row, power & sail. 30 designs 8'-30". Send \$3 for study packet.

DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858 (TF)

BOAT PLANS & KITS - WWW.GLEN.COM:

Customer photos, FREE how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55". "How To Use Epoxy" manual \$2.00. GLEN-L, Box 1804MA44, 9152 Rose-crans, Bellflower, CA 90707-1804, (562) 630-6258, www.Glen-L.com (TFP)

Robb White & Sons Sport Boat, handy, pretty, proven 16' x 43" strip planked skiff. Will plane with 2 adults with 4hp. Full sized mold patterns, complete instructions. \$75. SASE for photos & specs.

ROBB WHITE & SONS, Box 561, Thomasville, GA 31799 (TFP)

Used Nautical Books, fiction/nonfiction. Some rare, out-of-print. Free list.

THE PONDS BOOK SHOP, 8522 Lawrence 2082, Mt. Vernon, MO 65712, (417) 466-0229, theponds@mo-net.com (10P)

Boating Magazines, '50s-'90s, *Small Boat Journal*, *Rudder*, *MotorBoating*, *WoodenBoat*, *Yachting*, *Classic Boats*. Mostly full years. Call for pricing.

BETTE MONFORT, Westport, ME, (207) 882-5504, bette@monfort.us (9)

WATERFRONT PROPERTY FOR SALE OR RENT

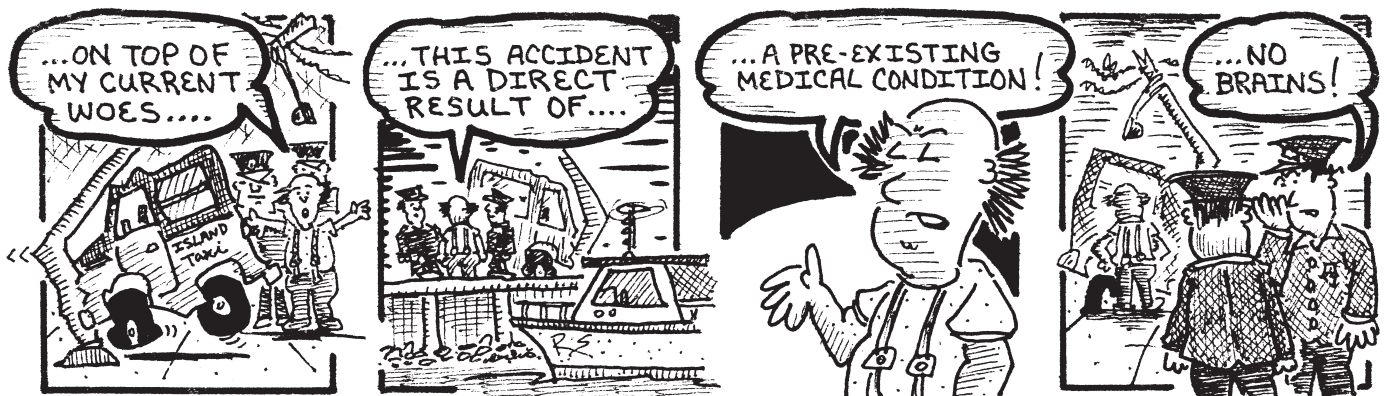
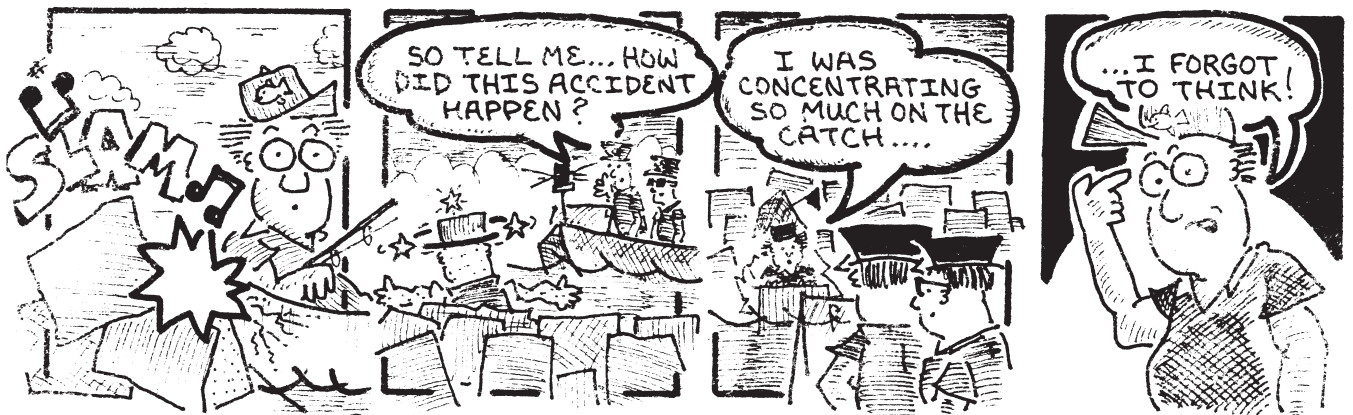
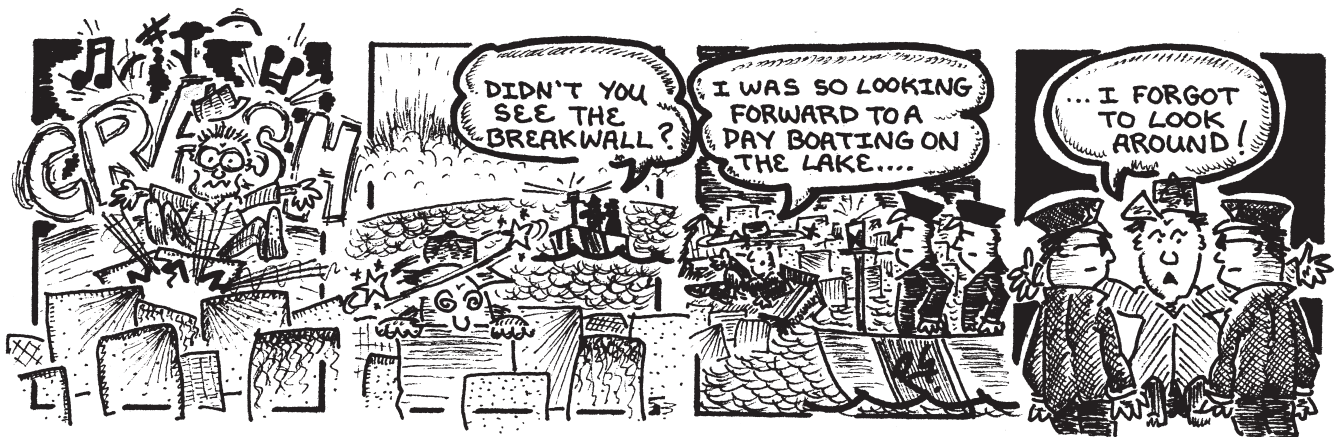


Vacation Rental Waterfront, 100yr old refurbished cottage off lower Potomac River nr Leonardtown, MD. Suitable for 3 couples or 2 families. Slips up to 10. Incl protected deepwater slip & several small craft. \$1,000-\$1,350/wk. LEONARD EPPARD, Lorton, VA, (703) 550-9486 (TF)



Shiver Me Timbers

By: Robert L. Summers
Boating Accidents



ADIRONDACK GUIDE BOAT

PO 144 Charlotte VT 05445 (802) 425-3926

www.adirondack-guide-boat.com

June 16-18 Chesapeake Bay Antique & Classic, St Michaels, MD *

June 17-18 No-Octane Regatta,
Blue Mountain Lake, NY

June 24-25 Rhinebeck Craftshow,
Rhinebeck NY

July 8-9 Corn Hill Arts Festival, Rochester, NY

July 28-30 Finger Lakes Antique & Classic
Skaneateles NY *

Aug 4-6 Antique & Classic Boat Museum,
Clayton, NY *

Aug 11-13 Maine Boats & Harbors Show,
Rockland, ME *

Aug 19-20 Lake Champlain Maritime Festival,
Burlington, VT *

Aug 19-20 Boston Antique & Classic,
Salem MA

* on-water demos



POSTMASTER: CHANGE SERVICE REQUESTED

XXIV-09

PRSR STD
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMT #148

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906